

. 1955

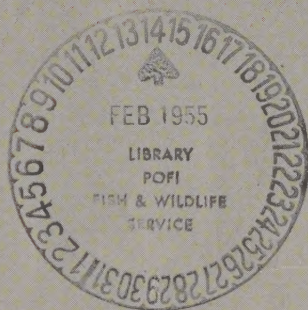
50 cents

Japanese Increase
Fishing 63% . . p7

Tariff Points Made
By Tuna Men . p9

PACIFIC FISHERMAN

310-52
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OCEANIC FISHERY INVEST
P O BOX 3830
HONOLULU T H



Resurgent Sardine fishing in Southern California
this winter brightens the outlook of these seiners.





**"We go from
full ahead
to full reverse**

**ALMOST AS FAST AS I CAN
MOVE THE CONTROLS"**

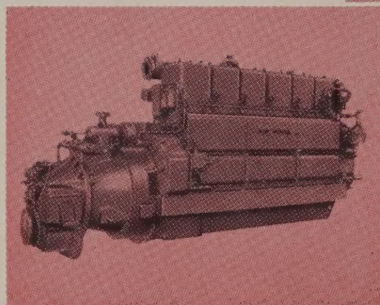
That's Captain Celestin Radil, skipper of the *Ivana*, talking. "When you're fishing for herring," he points out, "quick maneuverability is important."

He gets dependable power for such fast action with an Atlas Model 45 Diesel, rated 300 hp at 750 rpm. Turning the *Ivana*'s 62-inch propeller, this modern direct-reversing Atlas provides a cruising speed of 10 knots, and a top speed of 11 knots.

But Captain Radil isn't the only member of his family satisfied with Atlas power. His father, John Radil, captains the Atlas-powered *Walter M.*, and his brother Albert is the skipper of the *Theresa*, a seiner propelled by a 200 hp Atlas. During five weeks of sockeye salmon fishing last year, the *Theresa* had a catch of 50,000—making it the "high boat" for the British Columbia fishing industry. In the same



The *Ivana*, recently remodeled with modern living quarters for skipper and crew, is a 72' x 19' salmon and herring seiner.



This modern 300 hp Atlas Model 45 Diesel—of the type which powers the *Ivana*—is typical of the quality engines National provides for every marine need.

period, the *Ivana* brought in 30,000 fish.

Just as Atlas Diesel power is paying off for the Radil "family of Captains," it can pay off for you—in long life, fuel economy and low maintenance costs. Whether you're re-powering, or planning auxiliary power, be sure to check National's quality line for the engines to meet your needs. Just write or call the nearest office listed below for full information.



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A MILLER FREEMAN
PUBLICATION



National Canned Salmon Week Timed for Early Lent

• Traditional timing of canned salmon promotion with the Lenten Season this year led a group of primary salmon market factors to sponsor the 1955 version of National Canned Salmon Week to open February 23, Ash Wednesday.

The 1955 National Canned Salmon Week committee is headed by E. B. McGovern of McGovern & McGovern; and with him on the committee are associated: Karl Dehn of Dehn & Co.; John M. Allen of Skinner & Eddy Corporation; B. Lou Thraillkill of Salmon & Tuna Sales Co.; Walter P. Shiel of W. P. Shiel & Co.; J. S. Gage of G. P. Halferty & Co.; Walter C. Meredith of the Kelley-Clarke Co.; Fred A. Gosse of F. A. Gosse Co.; Leo White and J. E. Salmon of Oceanic Sales Co.; and Philip Carmichael of Pelican Sales Co.

Marshalling the cooperation of salmon sellers throughout the country as well as in the primary market, the committee also sought and received generous support and cooperation from railroads, steamship lines, can companies, lithographers, box and carton manufacturers, oil companies, supply houses and insurance firms.

National grocery chains, supermarket groups, retail distributors and wholesale grocers saw the swing and early pledged their help by featuring canned salmon in their advertising and displays.

This spring's National Canned Salmon week is conceived as a means of maintaining the momentum of an already established buying movement which reflects renewed consumer appreciation of canned salmon as a zestful, economical, nutritious food whose convenience is matched only by the variety of dishes to which it lends itself.

Salmon sellers participating in the 1955 National Canned Salmon Week are urging their representatives throughout the country to join in the movement and to assist in the promotion by encouraging and aiding the display of salmon in abundant quantity in markets during the Week; in urging their customers to use the display materials in their stores; and in bringing the Lenten timeliness of the promotion to the attention of Food Page editors in the newspapers serving their territories.

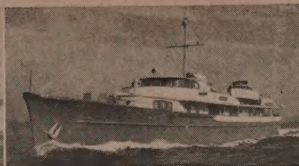
The 1955 National Canned Salmon Week opens just 91 years after salmon canning had its beginnings on the Sacramento River in California. Instantly appealing to consumers, salmon started then upon constantly growing popularity. During World War II the Armed Forces required virtually the full production, but the active popularity of salmon manifest today shows that the new generation of housewives is finding in salmon fish fit for their families, and which fits their budgets.

Sponsors of National Canned Salmon Week conceive it as a means of promoting salmon sales, sustaining and maintaining its surpassing popularity.

THE COVER — For the pictures of California sardine seiners circling, *Pacific Fisherman* is indebted to Caterpillar Tractor Co.



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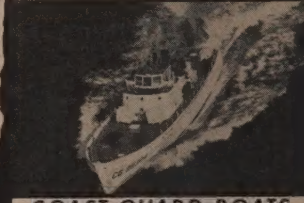
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copy of 16-page booklet
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FISHING BOATS



RESEARCH VESSELS



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Product Yield!

STANDARD LOW TEMPERATURE FISH MEAL DRYERS

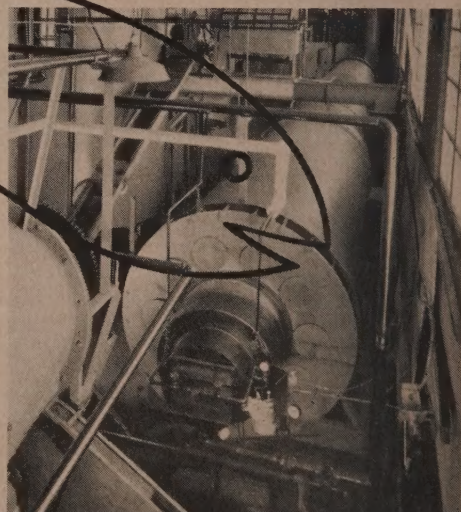
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OIL, LOW IN FREE FATTY ACID. A STANDARD plant assures you

peak delivery of top quality, low moisture, low acid oil.

ELIMINATES SCORCHING AND BURNT ODORS. Low temperature does not degrade or burn protein. Eliminates expensive vapor incinerators.



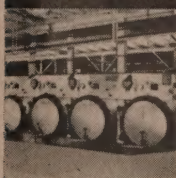
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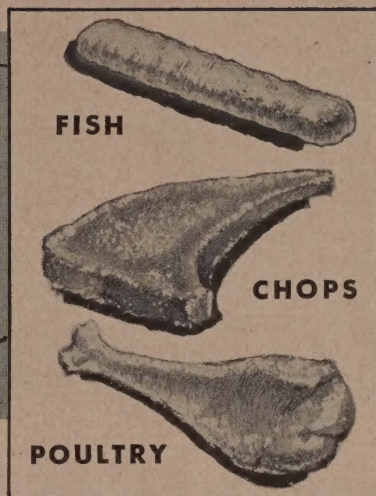
F-6

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*Custom Blended to Meet
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A special team of technicians from the Golden Dipt Laboratories work with you and develop breading to your exact specifications.



HERE ARE JUST A FEW OF THE MANY VARIATIONS THAT CAN BE OBTAINED

TEXTURE YOU WANT	PICK-UP YOU WANT	COLOR YOU WANT WHEN COOKED
fine	29 to 34%	light golden brown to rich dark brown
medium	25 to 30%	light golden brown to rich dark brown
coarse	15 to 22%	light golden brown to rich dark brown

These figures are based on the use of a single batter dip

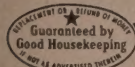
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Golden Dipt absorbs
32% less grease than
ordinary breadings.

Phone, wire or write today...

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is ready to serve you.



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GOLDEN DIPT DIVISION, MELETIO SEAFOOD COMPANY
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Please send me a free sample of

☐ Golden Dipt Ready-Mixed Breading

☐ Golden Dipt Batter Mix

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Company Name

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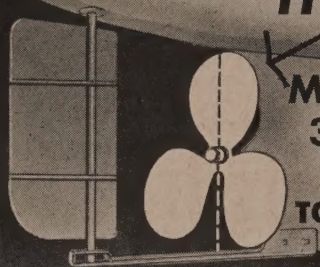
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**WHEN THE SPACE
HERE**



**MAKES A
3-BLADE
WHEEL
TOO SMALL**

Use a **FEDERAL "POWER THRUST"**
for **BETTER**
PERFORMANCE!



**DIAMETERS
34" to 60"**

in bronze or
cast steel.
Write for price
list.

If you are using the largest 3-blade wheel that you can mount on your boat and still have to rev up your engine beyond the recommended RPM to get reasonably expected speed and power, switch to a FEDERAL "POWER THRUST". This wheel has approximately 33 1/3% more blade area than the conventional 3-blade or 5-blade wheel of equal diameter and is the perfect answer to providing maximum power and thrust at recommended engine RPM on vessels having limited propeller clearance. See your FEDERAL DEALER or write to us for free "PROPELLER ANALYSIS FORM" and let our engineers recommend the right wheel to match your hull and engine. There's no obligation whatever, and the results will repay you many times in better performance and savings in fuel and engine wear.

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PROPELLERS**

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ONAN
Electric Plants...



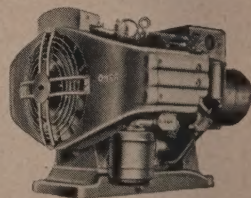
The "GOODWILL" is the 500th shrimp trawler built by Diesel Engine Sales Co. All 500 have Onan Electric Plants aboard.

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There's an Onan electric plant or generator the right capacity and type for craft of every size and purpose . . . shrimpers, trawlers, tugs, workboats of all kinds. They speed work and save time by operating electrical equipment such as bilge pumps, compressors, radios, pressure water systems and floodlights. Smooth-running and dependable; compact and easy to install.

ONAN Air-cooled plants
Gasoline-powered—400 to 10,000 watts A.C. Battery charging and dual-purpose models.
Diesel-powered—5,000 watts A.C. (shown at right), 3,000-watt A.C. and 3,000-watt, 32-volt battery charger.

ONAN Water-cooled plants
Gasoline-powered—400 to 3,000 watts A.C., battery charging and dual-purpose models. Diesel-powered—3,000 watts A.C. and dual-purpose A.C.-battery-charging model.



Model 3DSP, 3KW
Diesel-powered



Model 06AH, 600 watts
Gasoline-powered



Separate Generators
1 1/2 to 35 KW

Write for Folder of all Marine plants



D. W. ONAN & SONS INC.

3653 University Ave. S. E., Minneapolis 14, Minnesota



Food for Thought

TODAY, canned salmon is one of the most economical and appetizing foods we eat. Homemakers have many tasty recipes which make a main salmon dish for as little as 15c a serving.

This does not mean that salmon appeals only to budget-conscious persons. Salmon is also the epicure's choice . . . one of the most delicious and delectable seafoods there is.

However, the Industry today is faced with a continuing problem . . . **there are many other competitive economical foods.** Salmon with its high content of essential food values, its deliciousness, its attractiveness, will continue as a prime favorite, but only **if we keep it within price reach.** It is therefore up to all of us in the fishing industry to **cut costs wherever possible.**

Pacific American Fisheries, Inc. pledges it full cooperation to this end.

PACIFIC AMERICAN FISHERIES, Inc.

SOUTH BELLINGHAM, WASHINGTON

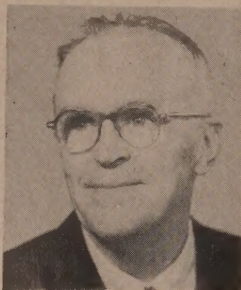
Quality Always

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

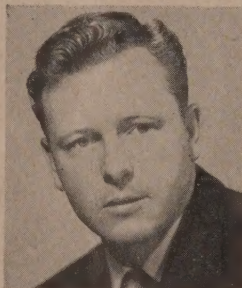
58 YEARS — Always a Step Ahead!



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Vice-President & General Manager



MILTON A. DALBY
Manager, Commercial Fisheries Dept.



ROBERT ALLEN
Fisheries Sales



NEAL SLAYTON
Fisheries Sales

PACIFIC MARINE currently is entering its 58th year in the business of supplying the fisheries of the North Pacific, as well as other marine industries, with the goods and services vital to their operation.

Keeping ahead of the constantly changing requirements in the commercial fisheries for vessel equipment, fishing gear and can-
nery supplies is a habit of 58 years standing *that is still with us!*

Our Commercial Fisheries Department is staffed by men with know-how gained through years of specialized experience in handling the myriad of items employed in the fisheries.

Today, and every day, you can rely on PACIFIC MARINE to serve you well.

PRODUCTS OF PROVEN DEPENDABILITY!

BARBOUR'S NYLON & LINEN NETTING

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& TWINE

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BENDIX DEPTH SOUNDERS & PILOTS

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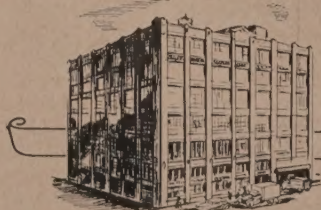
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BEARINGS

CHAMPION SPARK PLUGS

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Serving the Northwest and Alaska since 1897

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PACIFIC FISHERMAN

FEBRUARY 1955

Japanese Mothership Operations Authorized for 1955

Operating Firm	Vessel	Operated in 1954 or New	Gross Tons	Equipment Freezing Sets*	Canning Lines	Number Fishing Vessels
— Salmon Operations, Aleutian Area —						
Nichiro Gyogyo K.K.	<i>Kyoho Maru</i>	1954	7,080		3	39
Nichiro Gyogyo K.K.	<i>Meisei Maru</i>	1954	5,608	20	2	29
Nippon Suisan K.K.	<i>Miyajima Maru</i>	1954	8,964	40	2	39
Taiyo Gyogyo K.K.	<i>Koyo Maru</i>	1954	7,000	40	2	39
Hokkaido Gyogyo Kosha	<i>Terutama Maru</i>	1954	5,643		2	29
Taiyo Reito Bosen K.K.	<i>Azuma Maru</i>	1954	6,025		2	29
Hakodate Kokai Gyogyo and Taiyo Gyogyo K.K.	<i>Choko Maru</i>	New	5,598		2	29
Cyokuyo Hoge K.K.	<i>Baikaru Maru</i>	New	4,744	12	2	29
Nichiro Gyogyo K.K.	<i>Koei Maru</i>	New	6,803		3	24
Nippon Suisan K.K.	Under construction	New	6,000	32	2	24
Hokukyu Suisan K.K. and Hoko Suisan K.K.	<i>Kaiko Maru</i>	New	2,940	10	1	24
Total Units	11			154	23	334†
— Salmon Operations, Okhotsk Area —						
Nichiro Gyogyo K.K.	<i>Nisshu Maru</i>	New	6,020		3	34‡
Hokkaido Gyogyo K.K.	<i>Gon-yo Mary</i>	New	3,846	9		24‡
— Crab Operations, Okhotsk Area —						
Nippon Suisan K.K. and Nichiro Gyogyo K.K.	<i>Yoko Maru</i>		4,752		2	§
Hokuyo Suisan K.K. and Taiyo Gyogyo K.K.	<i>Shiranesan Maru</i>		5,736		2	§

*Capacity of the "set" unit of refrigeration not indicated.

‡Includes 8 "investigation ships" in the combined operations.

†Includes 50 "investigation ships."

§Not determined at presstime.

63% Increase in Aleutian Fishing Effort is Granted 11 Japanese Cannery Ships

• Japanese salmon fishing effort in the Aleutian area of the North Pacific in 1955 will be increased by 63% over the 1954 season—334 boats to 205.

The mothership fleet will consist of 11 vessels, four more than last year.

These ships' canning capacity will be increased by 263% over that of the 1954 fleet—23 canning lines as against 6.

This sweeping increase in exploitation of the high seas salmon fisheries was announced by the Japanese Fishery Agency just at the end of 1954. Rather pointedly, the announcement characterized the decision as a responsibility of the Minister of Agriculture and Forestry, which was taken to mean that the Fishery Agency did not wholly approve. The Fishery Agency is re-

liably understood to have had a much more conservative program in mind—a program based upon prolonged studies on the high seas.

The foreword of the announcement said that the fishing permits were being extended to encourage advancement of the export trade, as well as to provide food for domestic purposes.

• OKHOTSK PERMITS — An ex-

California Canned Tuna Pack—November, 1954

(In cases of 48 cans, except as indicated)

	Solid	Standard	Chunks	Grated, Flakes	Dark & Light	Tonno	*Misc.	Total
White Meat	Pack							
1 lb.	424							
1/2 lb.	34,633		6,246	10,837	1,439	12		
1/4 lb.	3,336		843					
1/2 lb.							280	
Total								56,385
Light Meat								
4 lb. 12	133		4,017					
1 lb.		368	867					
1/2 lb.	102,127		303,344	61,523	804	3,756		
1/4 lb.	7,589		13,823			‡2,524		
1/2 lb.							6,753	
Total								502,308
Bonito								
1 lb.		72						
1/2 lb.		108		7,678				
Total								7,930
Yellowtail								
1/2 lb.				745				
Total								745
Totals	148,242	548	329,140	80,783	2,243	2,524	7,033	‡567,368

*Tuna specialty products, converted to 1/2 lbs.

†Packed in cases of 100.

‡Total case pack, converted to 1/2 lbs.

traordinary feature of the permits granted provides that two salmon motherships and two crab motherships, with their auxiliary fleets, may operate in the Okhotsk Sea, which in recent years has been regarded as virtually an inland sea of Communist Russia.

Japanese operations in the Pacific in 1955 are granted a somewhat enlarged area by the new permits. Boundary of the area on the west is extended 10 miles toward the Kamchatka coast. Other limit lines are unchanged from those effective in 1954.

Principal corporate beneficiary of the expansion of the program is Nichiro Gyogyo K.K., which will have four motherships in the Aleutian area, double its 1954 quota.

● **CANNING INCREASED** — Considerable significance is attached to the very large increase in canning capacity to be permitted this year. Where the 1954 fleet carried only 6 canning lines, that which will be active along the Aleutians in 1955 will have 23 lines.

Last year only four of the motherships had canning lines. This year all vessels operating in the Aleutian area will be so equipped.

In 1954 the rate of catch exceeded the canning capacity of the fleet, with the result that a considerable quantity of the salmon was frozen and carried to Japan for subsequent canning in shore plants.

The increase in canning capacity for 1955 is taken to indicate that effort will be made to can at sea all of the fish desirable for packing in that manner.

● **THE BRITISH DEAL** — The proposal of a Japanese promoter to operate five motherships under the British

flag off the coast of Kamchatka continues to be discussed in Japan, but there is growing doubt that it will come to realization.

This doubt follows the announcement of the greatly increased program of North Pacific fishing of 1955, and the granting of permits for four motherships to operate in the Okhotsk Sea.

It is known that the Japanese Fishery Agency has been strongly opposed to the project.

Moreover, since the new Minister has authorized a great increase in the number of fishing boats to be permitted in the Aleutian area, it is believed that many of the fishing boats tentatively counted upon under the British flag scheme are already committed.

However, at time of writing the project was reported still to be under study by the "policies deliberation" committee of the Japan Democratic Party—the present ministry. Since the promoter of the scheme is a member of that party, outright rejection is not to be expected at the moment.

Informed opinion in Japan believes that no definite determination with respect to this scheme will emerge until after the general election in February.

● **MINISTRY CHANGES** — A former president of Nichiro Gyogyo K.K. became Minister of Agriculture and Forestry—which controls fisheries—in the Hatoyama ministry following the fall of the Yoshida government. He is Ichiro Kono, who for some time during and after the war was vice president and president of Nichiro.

In December he appointed Shigeo Maetani as director of the Fishery Agency, succeeding Tadashi Kiyoi.

1954 Fillet Imports Run at High Level

Fillet imports through the first 11 months of 1954 were 129,437,537 lbs. as compared with 85,820,566 lbs. during the same period of the year before and 91,374,080 lbs. during the full year 1953.

Of the year's imports, 33,950,380 lbs. constituted the quota admitted at a duty of 1½¢ per lb., while the balance paid 2½¢.

Principal source was Canada, with 81,628,000 lbs., followed by Iceland with 35,225,000 lbs. From there the suppliers dropped to Norway with 4,645,000 lbs. and West Germany with 3,589,000 lbs.

Eureka Earthquake Affects Fish Companies

Fish plants at Eureka and Fields Landing, on Humboldt Bay, were among business and industrial firms sharing losses in the heavy earthquakes which rocked that area in late December. Most of the damage was confined to cracks in cement floors, shifting about of some equipment and other minor effects, with no injuries reported among personnel.

The Hunter-Foland company at Fields Landing had temporarily transferred operations to the Theo. Weiss Fish Company plant in Eureka, due to damage to the Fields Landing installation. Floors at the Fields Landing plant of A. Paladini, Inc., were reported lowered about four inches with cracks in the road near the plant. Consolidated Fisheries at Eureka had a broken gas line.

A hole was torn through the hull of the fishing boat *Janet Ray* when she was capsized during the temblor. Owner Wayne Gonzales, of Crescent City, was cooking aboard the craft at the time but escaped injury. Harold Hunter, who was at sea on the *Donna May*, said the quake was so powerful that he thought a whale had started to surface beneath the craft.

Kelly Replaces Payne On California Commission

Lee F. Payne, Wilmington, Calif., a member of the Inter-American Tropical Tuna Commission, has been replaced on the Fish and Game Commission of the State of California by Andy Kelly. The appointment was made by Governor Knight, on the expiration of Mr. Payne's term.

Mr. Kelly is an active sportsman, is associated in the advertising business in Los Angeles, and during the sportfishing season directs a television show on sportfishing activities in Southern California.

Tariff Points by Tunamen



By
D. P. Loker,
president,
California
Fish Cann-
erners Assn.

● "First, let me say that we in the tuna industry are equally as anxious as anyone else to improve the lot of the Japanese people. We support necessary sociological, commercial and political aid to Japan but there are many angles to the problem that must be considered. This is a long-term job and not one that can be handled here. Our concern in this hearing is with the effect of those standards of living on the costs of production in Japan and the effect, in turn, of the cost of production of tuna in Japan on the price which the product can be marketed in competition with our own. We must be certain that any effort to improve the Japanese standard of living will not result in dragging down our own, by the creation of a Frankenstein."

By
F. E. HAGELBERG,
vice president,
Van Camp Sea Food Co.

● "It will be noted that the gross sales for the year 1954 totaled \$138,295,000. Five percent of this volume would amount to \$6,900,000, or after Federal income taxes, \$3,300,000. The composite balance sheet of the companies producing the gross sales figure mentioned shows a net worth of approximately \$33,000,000, not counting the value of trademarks and similar intangibles, or a profit of about 10% on invested capital.

"The actual return on the investment has not, and will not, be realized because there are certain substantial losses sustained by our cannery which are not included in the cost figures. These losses are as follows:

"A. It has been necessary for the cannery continually to advance large sums of money to boat owners, and the percentage of loss on such advances has historically been substantial.

"B. It has been the practice of the industry to guarantee the American fishermen the price for fish prevailing

Excerpts from Arguments Before Reciprocity Information Agency And the U.S. Tariff Commission

at the date of departure of such vessel, even though during its absence, sometimes protracted for as long as four months, the price of raw fish goes down.

"C. It is also the practice of the industry to guarantee its customers against price declines on canned tuna held in the main warehouse floor stocks of such customers.

"During the six fiscal years 1949 through 1954 losses arising from these three sources sustained by Van Camp Sea Food Company alone totaled \$1,800,000."



By
H. L. Cary
manager,
American
Tunaboat
Assn.

● Speaking for the tuna clipper members of the American Tunaboat Association, in his brief Mr. Cary gave 27 reasons why frozen tuna should not be bound on the free list, emphasizing the increase in imports and the decrease in the American tuna industry's share of the domestic market, a decline from 91.4% in 1948 to 55.9 in the first nine months of 1954; the decrease in the California tuna fleet from 210 in December 31, 1951, to 168 in October, 1954, and the increase in the Japanese tuna fleet from 272 in December, 1951 to 388 in June, 1954.

He said: "We ask that the United States negotiators at the coming Geneva Conference do not seek to bind frozen tuna on the duty free list . . .

"Because a trade agreement binding the frozen tuna rate at zero would give a preferential status to the Japanese fisherman who is expanding his

production, his fleet and his exports.

"Because a trade agreement binding the frozen tuna rate would deprive the American fisherman-producer of a voice in affairs of government.

"Because the present duty-free rate is no barrier or burden to trade in any shape or form and cannot be demonstrated to be so.

"Because no government study has been made or if made, has not been made available, of the effect upon the domestic industry of binding the duty-free rate.

"Because no clear-cut, straight-forward declaration has been made of the benefits which might flow from such binding.

"Because the President is authorized to modify or alter import restrictions only when he finds as a fact that any existing duties or other import restrictions are unduly burdening and restricting the foreign trade of the United States and that duty-free status of frozen tuna is not and cannot be a burden or restriction on foreign trade and, finally,

"Because the basic policy of the United States is to expand foreign trade to the extent that it does not do so to the detriment of any branch of its industry, agriculture or labor and because it is our contention that the concession which may be granted to Japan would constitute such a detriment."



By
E. L. Morris,
director,
Tuna Research
Foundation.

● "My observation goes to the point, not of present injury to the domestic tuna canning industry occasioned by excessive imports sold at unreasonably

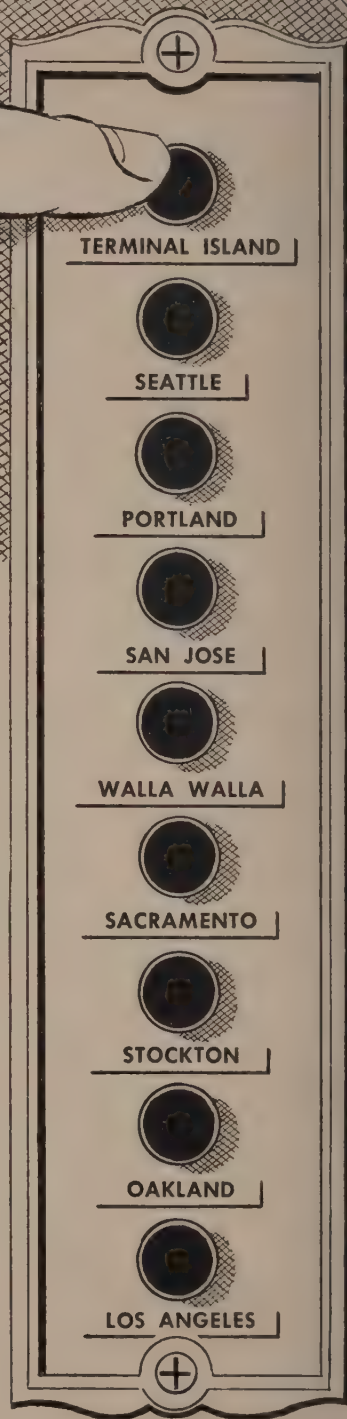


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low prices, but rather to the visible threat of even greater injury in the future. The threat lies chiefly in Japan, due to the tremendous expansion of the Japanese potential. The Japanese government recently announced a multi-million dollar expansion plan which would give them a potential canned tuna production by 1958 of 23,000,000 cases—more than twice the present world consumption of canned tuna. That this is not paper planning is confirmed by the fact that 10 large tuna boats—300 to 500 gross ton class—are now under construction and scheduled for completion by spring of 1955. In addition the official Japanese Fisheries Agency in August of this year issued a statistical report on the Japanese Skipjack tuna fleet. This report shows that as of December 31, 1953, the Japanese Skipjack tuna fleet totaled 1,672 boats with a gross tonnage of 124,132. And further shows that in the following six months period—January through June of 1954—98 additional boats with a gross tonnage of 18,567 were constructed and sent fishing.

"Further evidence of the threat of future injury to the domestic industry lies in the fact that canned tuna inventories in Japan are estimated at 850,000 cases today as opposed to an inventory of 350,000 cases a year ago. This inventory on hand—already packed for the American market—represents more than 50% of total imports received last year which was an all time high."

By
Jas. B. Lane,
president,
Westgate-California Tuna
Canning Co.

● "In considering this matter, you might ask: Is the American tuna canner availing himself of all means of keeping manufacturing cost at a minimum? The answer is definitely yes. The cost of the finished product may be roughly estimated as follows:

- "A. Cost of raw materials is 65%.
- "B. Labor, 15%.
- "C. Cans, condiments, administrative, selling costs, etc., 20%.

"The price which the United States industry pays for the raw product is determined by negotiations with the various boat associations. These negotiations are at arms length and every attempt is made by the canners to obtain the lowest price for the raw

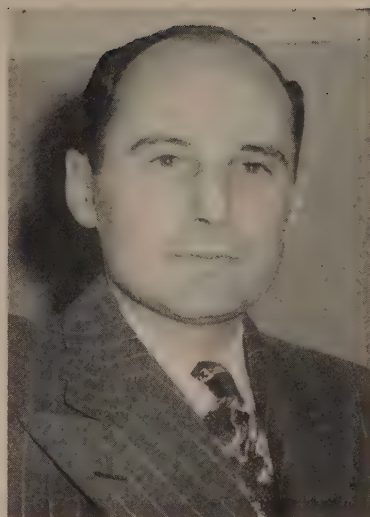
product while at the same time to allow the boat owner a reasonable return for his investment in the boat as well as a fair share to the fishermen who catch the fish. The testimony of Mr. Harold F. Carey, representative of the American Tunaboat Association, together with his exhibits, attests to the fact that the boat owners have at no time in recent years received even a reasonable return on the money they have invested in the vessels. As to the fishermen, they like all other laboring men, must have wages out of the proceeds of the catch to maintain their families.

"The cost of the canning labor is regulated by the contract negotiated with the local union. . . . Testimony by James Waugh will confirm the fact that the cost of labor in the American tuna canning industry is low and that the relative position of the tuna cannery worker is considerably below that of other industrial workers living in the same locality."



By
J. G. Scharer,
vice-pres.,
Star-Kist
Foods, Inc.

● "The Japanese discovered that a 1943 Trade Agreement with Iceland permitted imports of fish *not* canned in oil at a tariff of 12½ percent ad valorem. The Japanese suggested, and the Customs Bureau acquiesced, that this agreement permitted imports of tuna canned in brine at 12½ %. This interpretation was adopted although Iceland had never caught or canned any tuna, nor was tuna ever mentioned in the trade negotiations. We are therefore the victims of an interpretation which authorizes a 75% lower tariff on tuna packed in salt water than tuna canned in oil. We expected trouble and we got it. . . . The Japanese proceeded to flood the market not only with tuna packed in oil, but also tuna canned in brine. We had a double-barreled problem—two competing products—each of which could and did undersell ours. . . . And what is the history of this tremendous import expansion? First the Japanese invaded our institutional market, our hospitals, hotels, restaurants, etc., where brand consciousness on the part of the consumer is inconsequential. It is difficult accurately to measure the extent of injury suffered by the domestic packers, but suffice it to say that their sale of this type of pack has dropped off to nothing."



Douglas Hager, advanced to management of New England Fish Co. producing operations on Puget Sound, in addition to his former responsibility for the Columbia River and Oregon Coast plants.

Nefco Advances Hager To Broader Responsibility

Responsibility for the management of New England Fish Co. operations on Puget Sound, as well as for those of Columbia River and the Oregon Coast, was given to Douglas Hager the first of the year, according to an announcement by S. M. Rosenberg, president.

Mr. Hager, who has been resident at Astoria for six years and responsible for the management of the activities of the company's plants there and at Newport, Ore., and Kalama, Wash., will have his headquarters at Everett, Wash., in the future. He will, however, make his residence in Seattle. His responsibility covers the company's producing facilities in Oregon and Washington.

John McLoughlin, who was recently advanced to the position of assistant manager at Astoria, will be in direct charge at that point.

Mr. Hager began his service with New England Fish Co. at Sitka, where he served as fish buyer for a number of years. He then was transferred to Ketchikan, where for a number of years he was assistant manager of the company's operations, before moving to Astoria.

7,944 Tons Sardines At Pedro in Dec.

San Pedro area canneries processed 7,944 tons of sardines for a pack of 189,745 cases during December. Mackerel tonnage of 1,360 tons represented 16,355 tons; anchovies, 1,310 tons, were packed into 20,680 cases.

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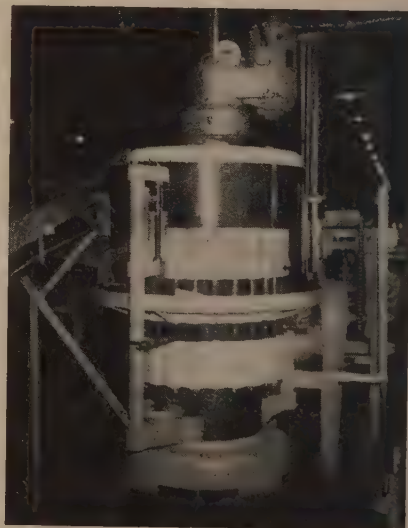
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Tuna Boats Start 1955 Fishing Without Price Contract With Canneries

• The tuna clipper and seiner fleets for the first time in some years cleared port early in January without a negotiated price for their catch of Yellowfin and Skipjack.

Contracts negotiated for 1954 by the two fishing boat owners' associations, organized under the Cooperative Marketing Act of the State of Cali-

fornia, expired December 31, and none of the canneries in Southern California had indicated acceptance of the new 1955 contract, drawn-up by the California Tuna Clipper Cooperative division of the American Tunaboat Association.

The new contract proposed by the cooperative called for the prices which have prevailed since September, 1954—\$330 and \$290—and included limitations on the length of time a boat could be held in port waiting for cannery unloading.

Van Camp Sea Food Co. was still taking tuna from boats in January, based on the 325% quota system which was a part of the 1954 contract, retained for 1955, and which was reported in the December issue of *Pacific Fisherman*. Star-Kist Foods had completed its 1954 quota and officials reported that no tuna from early 1955 catches was being unloaded. Some 15 Star-Kist boats were tied to the docks in San Pedro and San Diego, with near capacity loads of tuna in early January.

As this issue went to press, there

(Continued on Page 17)

HAAKEN SELVAR OF "OCEANUS" HEADS F. V. O. A.

Captain Haaken Selvar of Port Blakely, Wash., was elected president of the Fishing Vessel Owners Association at the annual meeting of the organization held at Seattle recently. Captain Selvar is the master and owner of the fishing vessel *Oceanus*. Others elected were: vice president, Captain Jacob Knutsen; secretary, Captain Sigurd Hegge; trustees, Captain Sverre Johansen, Captain Emil Nilsen, Captain Peter Ness, Captain John Odegaard and Captain Arnold Mathisen.

Canadian Fish Gear Finance Act Proposed

Canadian fishermen may receive government help in the purchase of equipment, if a proposed act to extend aid to the fishing industry receives support at the next session of parliament.

Fisheries Minister James Sinclair is anxious to extend the same opportunity to fishermen that has been ac-

corded farmers by the Farm Improvement Loans Act, and it is hoped that details can be worked out before the end of the next session.

On the west coast, extension of credit to fishermen has been a service given by the large fish companies, who are anxious to be relieved of the responsibility. The government on the other hand would like to free fishermen from the inevitable strings attached to this credit.

JOS. PENACHO TAKES A. T. A. HELM FOR '55

• Joseph Penacho, managing owner of the *Leona C*, has been elected president of the American Tunaboat Association for 1955. His fellow officers are Edward P. Silva, vice president; Frank Gonsalves Jr., treasurer; and Vernon M. Brown, secretary.

New members of the association's board of directors are: George Campbell, Vernon Brown, Sam Crivello, Arthur DeFever, Sverre Jangaard, Edw. X. Madruga, Joseph Madruga, M. O. Medina, Harold E. Morgan Sr., Joseph Penacho, Joseph S. Rogers, Edw. P. Silva, F. "Pete" Szalinski, Frank Perry, A. D. Madruga.

The remainder of the 25 board members include: Wade Ambrose, John G. Dardosa, Frank Gonsalves, Luigi Guidi, Wm. O. Hoss, Ralph Madruga, Joseph Pombo, Manual Simas, Louis Vattuone and John Zolezzi.

Retiring president is Wade Ambrose. Harold F. Cary continues as general manager, with Dr. W. M. Chapman as director of research.

Fire Damages Seiner

Fire from undetermined cause recently did \$20,000 damage to the Puget Sound purse seiner *New Zora* as she lay in her regular winter moorage at Hidden Cove, Bainbridge Island.

Native Brotherhood Again Elects Paul President

Patrick Paul of Angoon was re-elected to the presidency of the Alaska Native Brotherhood at the recent annual meeting.

Grand Vice President is Thomas Jackson of Kake, while Cyrus Peck of Juneau is grand secretary and William Smith of Wrangell is grand treasurer.

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Above-Average Herring Catch Reported to Mid-Season Point

British Columbia herring production was well above average during the first half of the winter season. After the annual lay-up during the Christmas period, fishermen went to sea again for the second-half operations which would continue until February 5 for coastal areas and March 10 in the north.

Fishermen hoped that Ogden Channel, which yielded nearly 30,000 tons a year ago, would respond during the later fishing. Catches there were negligible during the early part of the season.

Approximately 1,250 men have been engaged in the herring fishery this season, with approximately 75 seiners and 195 packers in operation. Apart from 1953, the catch this season has been the best in the past six years. At December 18, production was 111,237 tons from all areas, compared with 144,587 at the corresponding time in 1953, 107,103 tons in 1951, 111,188 tons in 1950, 96,568 tons in 1949 and 112,706 tons in 1950. There was no herring operation in British Columbia waters in 1952 owing to disputes over prices.

Biggest contributor to the total so far has been the lower east coast, as usual, with 50,398 tons taken up to December 18. Production included 2,622,103 imperial gallons of herring oil, 17,344 tons of herring meal and 6,470 cases of canned herring. In addition, 1,828 tons of herring was dry salted for export, mostly to the Orient.

Practically all the regularly used

reduction plants were in operation during the season, with the exception of Nelson Bros. Fisheries' Ceepeecee plant, which was destroyed by fire early in the year. It will probably be rebuilt for the 1955 season.

Purse Seine Veteran Peter Skansi Passes

Veteran was the name of one of Peter Skansi's purse seiners, and it might have been named for him, for certainly he was a veteran of Pacific purse seining, in which he had been a factor from 1890. He died in December at Gig Harbor, Wash., at the age of 84.

In his early years of fishing he worked purse seiners powered by oars; but in 1905 bought his first power seiner, *Catherine*. The boats he owned were numerous: *Sea Gull*, *Eagle*, *Nightingale*, *Standard*, *Navigator*, *Rainbow*, *Fair Play*, *Aeroplane*, *Independence* and *Veteran*.

He retired from active fishing in 1930, his sons Vincent and Antone succeeding him.

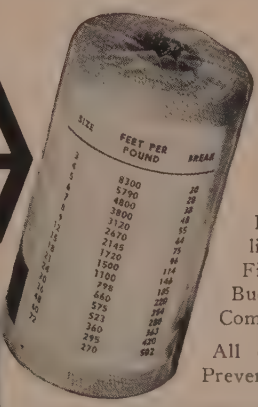
Skipjack and Albacore Dominate Dec. Imports

Imports of tuna into San Pedro harbor during December were represented by: 320 tons of Yellowfin, 30 tons of Skipjack and 1,134 tons of Albacore from Japan; from Panama, Central and South America came 480 tons of Yellowfin and 1,415 tons of Skipjack.

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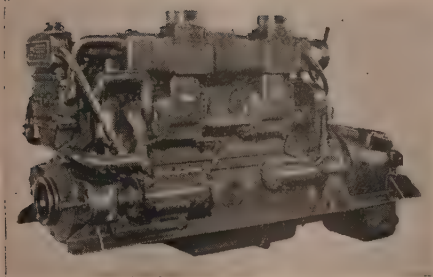
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Tuna Boats Start 1955 Without Price Contract (Continued from Page 13)

as apparently no attempt being made by the cooperative or the cannery to call a meeting for negotiation of 1955 operations. Cannerymen declared they would not continue to pay the prices for raw tuna, because their operations on that basis caused them to operate at a loss in 1954.

What of the total tuna tonnage for 1954? Newspaper stories erroneously indicated that the California fleet had produced some 201,000 tons, the greatest in history. This figure includes approximately 40,000 tons of imports, largely from Japan. The local fleet actually produced about 161,000 tons, which compares quite closely to production of the past few years, and does not represent any sizable increase.

Imports of frozen tuna into California canneries were higher for 1954 than for 1953, some 10,000 tons more, based on figures from the Fish and Wildlife Service.

There seems to be no question in the minds of the cannerymen that the price of Skipjack should be considerably lower than in 1954. A price of \$300 a ton for Yellowfin might hit an average of what cannerymen believe to be a price at which they can operate in 1955 at a profit on that species of tuna.

Looking toward February, qualified observers felt it seemed likely that the fleet, the majority of which was either at sea or preparing to leave port, would find itself tied to the docks, holding the first catch of the year under refrigeration, while cannerymen by intensive sales efforts lowered the inventories of canned tuna during the first three months of the year, a period traditionally good for sale of tuna.

For the clipper fleet, such a tieup would mean the loss of one trip during 1955. To operate at a reasonable profit, clipper skippers figure they must make at least three productive trips a year.

California Tuna Operations—December, 1954

(Approximate figures for tonnage by species and total case pack)

San Diego		San Pedro		Combined
Species	Tons	Species	Tons	
Yellowfin	3,070	Yellowfin	2,793	5,863
Skipjack	5,733	Skipjack	5,573	11,306
Albacore	40	Albacore	1,223	1,263
Bluefin	none	Bluefin	387	387
Bonito	195	Bonito	54	249
Yellowtail	103	Yellowtail	18	121
Total	9,141	Total	10,048	19,189
Pack in cases	339,138	Pack in cases	445,082	784,220

Fishermen's Cooperative Association reported that as of mid-January none of its fleet has, as yet, returned to port with tuna under the 1955-no-contract conditions. During the last week of December and the first week of January, seven purse seiners cleared San Pedro: *Stanford, Pioneer, Ronnie M, Defense, Anthony M, Delores M* and the *New Sea Rover*; and one bait boat, *Defiance*.

Fishing was good for the seiners on the high seas off Ecuador; for the bait fleet, on the high seas off Peru. *California*, a purse seiner, had delivered two loads to the Canal Zone for transshipment in December, and the *Arlene S*, another seiner, had completed her second trip in a month, in December.

Western Monarch, Johnny Zankich as skipper, went to Guadalupe Island in mid-December, to make one productive trip before Christmas, and found large schools of Bluefin there, returning 95 tons to San Pedro. Part went to the fresh fish markets, the rest to Star-Kist. Following Zankich's trip, eight to 10 seiners headed south, but found weather bad and the schools dispersed.

Blast Wrecks Boat

Robert Carlson, Puget Sound fisherman, luckily escaped injury when he was blown through the house of his fishing vessel *Blue Heron* by an explosion. The blast ignited the vessel, which suffered \$8,000 damage.

Pioneering "Brothers" Lost In Mid Pacific Ocean

Brothers, one of the three halibut vessels which the Kayler-Dahl Fish Co. dispatched to Palmyra Island this summer to experiment with long-lining for tuna, was lost with all hands in December.

The vessel reported she was sinking at a location about 75 miles from Honolulu, and that was the last heard of her; although an intense search involving aircraft and surface vessels of the Navy, Coast Guard, Air Force, and the Kayler-Dahl fleet was conducted for days. Personnel involved in the search is said to have numbered 1,700 men.

Lost with the vessel was Arthur Otness, of Everett, Wash., her owner, and his cousin, John Otness of Tacoma. Both men were formerly residents of Petersburg, Alaska, and *Brothers* made that her home port.

Together with the *Oceanic* and *Commonwealth*, the lost vessel had been engaged in a pioneering effort to adapt halibut fishing methods to long-line fishing for tuna. She had been operating for a number of months in the vicinity of Palmyra and Christmas Islands, and elsewhere in the vicinity of the Line Islands and the Hawaiian group.

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How to Protect A Rich Virgin Trawl Fishery On High Seas?

• Drama of a virgin bank, with twice the abundance of petrale ever found on any ground—old fish ready to spawn; and how to keep it from destruction, forms one of the present-day problems confronting the Pacific Marine Fisheries Commission.

This was the first topic considered at the commission's meeting in Portland at the first of December, and it will continue to concern the fishery authorities of British Columbia and the Pacific states.

Concern over the matter is not confined to the fishery authorities. The trawlers of the Canadian, Washington and Oregon fleets feel it also—and are inclined to feel that restrictive steps may be necessary in order to protect the mature, spawning population of the Esteban Deep—that's the name of the new ground—on the theory that its abundant young must contribute to the maintenance of the heavily-fished inshore grounds.

A six-weeks closed season during the period of heaviest concentration of petrale — and of fishing effort — was suggested as a possibility.

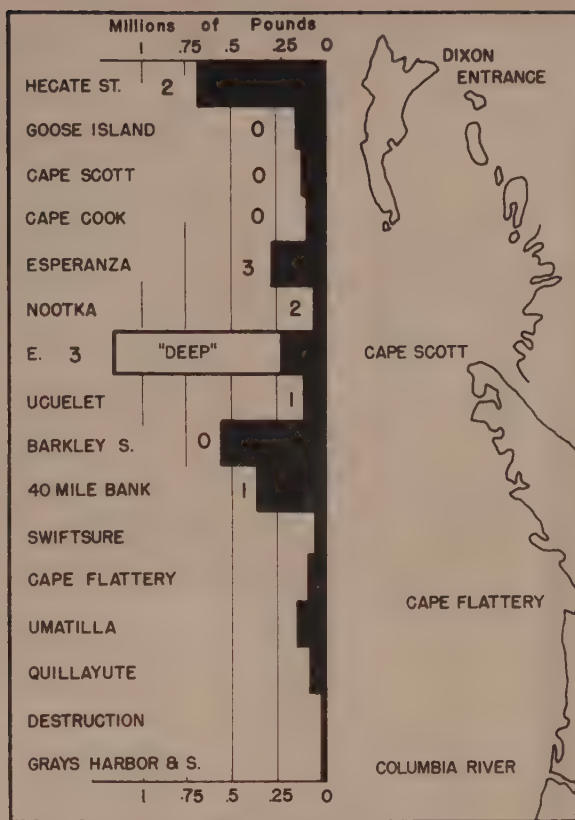
• **FISHING DRAMA**—The story of Esteban Deep is sheer fishing drama—the story of a rich, virgin, unguessed bonanza bank which in a single season came to dominate the catch of the most-desired species; and in a period of six weeks fishing an area of three square miles produced one-third of the entire Pacific catch of petrale.

How long can this last?

That's what the trawl fishermen are asking; and as they recall how fast some of the rich halibut spots were pounded down they are inclined to favor regulations designed to prevent overfishing and permit the Esteban population to spawn.

How to do this outside territorial waters in the case of a fishery shared by the trawlers of two nations—one province and two states?

That's a question receiving the closest study—a question whose answer may hang on a Washington supreme court decision as to the right of the state to regulate the landing of fish caught on the high seas.



CATCH BY AREA OF PETRALE SOLE
CANADIAN AND AMERICAN FLEETS (1954)
AND NUMBER OF ESTEBAN TAG RETURNS

• **FACTS OF ESTEBAN**—The Esteban Deep was discovered in the spring of 1953, a depression a half-mile wide and 6 miles long, with depths of from 170 to 205 fathoms, lying southwest of Esteban Point on the west coast of Vancouver Island.

Six trawlers fished it that year and in a short period proved it to be immensely rich, producing 250,000 lbs. of petrale.

With the start of 1954, the trawlers tried again, taking 33,000 lbs. there in January. Then February was blank, but in March they hit them again and 900,000 lbs. were taken from the Deep by 24 boats, over a period of six weeks.

These were some of the facts presented to the Pacific Marine Fisheries Commission by Jerry Jurkovich, Washington Department of Fisheries biologist.

He went on to say that tagged fish taken in the Deep had come from Hecate Strait and Queen Charlotte Sound. The fish were usually large and old, 66% being 8 to 10 years old. In 1954 the Esteban Deep petrale accounted for 33% of the total of this species landed in British Columbia and Washington.

During the Esteban Deep season of

six weeks fishing the average catch of petrale was 1,100 lbs. per hour, which is approximately twice as good fishing as had ever before been reported for this species.

The fact that petrale are highly migratory, that the population disappeared quite suddenly, and that the Esteban petrale were taken in spawning condition leads to the assumption that the fish congregated in the Deep for spawning.

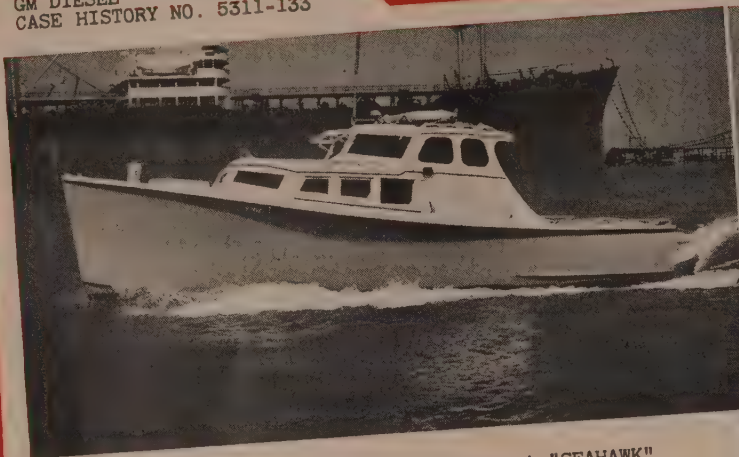
Efforts to tag the fish were made, but as they had to be brought up from 200 fathoms and were not in good condition when released, not too much is expected from this study.

Fort Bragg Draggers Order Northern "Deeps"

O. O. "Ted" Aaker, well known Fort Bragg dragger, was a recent visitor to the Pacific Northwest. At Tacoma he placed an order with the Tacoma Boat Building Co. for a set of Northern Line deep drag winches for his boat, the *Northern Light*.

He ordered a similar set for a fellow Fort Bragg fisherman, Manuel Figueroa, for installation on the dragger *Noyo Star*.

GM DIESEL
CASE HISTORY NO. 5311-133



BOAT AND OWNER: 32-foot sport fishing boat "SEAHAWK" owned by Burton Curry, Aransas Pass, Texas.

INSTALLATION: General Motors "4-51" Marine Diesel replaced 130 horsepower gasoline engine.

PERFORMANCE: Skipper Burton Curry reports fuel costs cut 50% since he switched from gasoline to GM Diesel power. Cruises on 4 gallons per hour. Small, compact GM Diesel fits same engine stringers as old engine. Boat used for sport and commercial fishing.



It Pays to STANDARDIZE on



He cut fuel costs 50%

Since He Switched from Gasoline to GM Diesel Power

Captain Curry's a chipper skipper these days—he's cut his fuel costs in half since he switched from gasoline to General Motors Diesel power. He says, "I bought a General Motors Diesel because in my business I need a lot of service from an engine. Economy is another thing I was interested in. I also needed the dependability of a Diesel."

General Motors new "4-51" Marine Diesel is about the same size and weight as gasoline engines of comparable power and speed. It burns fewer gallons of safe, low-cost fuel—lets you cruise farther at less cost. It fits boats 32 feet and even smaller. With this GM "4-51," boat owners get better cruising speeds than from some gasoline engines of higher rated

power. That's because it is rated at working shaft horsepower. Maintenance costs are lower, too. This compact GM Diesel has no valves—no rotating parts in the governor—no gear or chain drives for the oil pump. And like all GM 2-cycle Diesels, it delivers power on every piston downstroke for faster acceleration, quicker response to controls, greater maneuverability.

No matter what size boat you operate, you can cut your costs with GM Diesel power. For full details, see your GM Marine Diesel Distributor or write:

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Sales, Factory-Engineered Parts and Authorized Service through distributors and dealers on all important marine locations. SEE your local Telephone Classified Directory or write, wire or phone for name of nearest Distributor.

How Will Tripartite 200-Mile Limit Affect American Tuna Fleet?

• What effect will the 200-mile ocean sovereignty claim of Peru, Ecuador and Chile have upon the operations of California's long-range tuna fleet?

This is a question being asked not only within the fleet and the California industry but also throughout the United States, wherever tuna is marketed.

From the American Tunaboat Association, composed of members of the clipper fleet, comes reassurance.

"We are operating normally on the high seas off Ecuador without being molested," says Dr. W. M. Chapman, director of research for the A. T. A. He goes on to say that no California fishing boat had been seized under the tripartite 200-mile claim. The most recent such seizure of an American fishing vessel off the coast of South America involved an American flag vessel fishing out of Peru and arrested by Ecuador under its 12-mile claim.

In Dr. Chapman's own words:

"The relations of this Association's fleet with the government of Peru is warmly and, we believe, sincerely friendly. The Peruvians know exactly where we are fishing, and all about our activities in that section of the world. Their naval craft visit with our vessels at sea on a friendly basis. Our vessels call at their ports for fuel and supplies. We are gradually working out methods of doing business with Peru as we do with other countries to the North. To one who is acquainted with the red tape of initiating any new business with the United States government, I must say that the Government of Peru stands a most favorable comparison. Our personal reception from Peruvian officials has been businesslike and cordial.

• **RESEARCH POLICY**—"The Government of Peru is taking what we consider to be a sound, forward-looking attitude on ocean research. They have recently formed a Council for Ocean Research, composed of their Navy oceanography unit, their fishing industry research people, their governmental officials of the Fishery Department, and the research people of the Guano Company. This council appears to be moving forward in a sound

manner on a comprehensive program of ocean research in their area. They are correlating their fishery research with that conducted by Panama, Costa Rica and the United States through the Inter-American Tropical Tuna Commission, and their oceanographic research with the numerous other agencies doing such research in the Eastern Pacific. Their representative participated fully and ably in the recent meetings of the Eastern Pacific Oceanographic Council.

"Our vessels will be only too happy to cooperate with these research programs as they develop, as we do with other research programs in the area in which we operate.

• **TERRITORIAL SEAS**—"The fishery item on the agenda of the United Nations recently gave every expectation of being explosive, but in the end men of goodwill prevailed and an amicable settlement was reached. Chile, Ecuador and Peru voted with the United States in the resolution finally adopted there, and only the five Russian governments and their satellites voted against it. As a result of this resolution, there will be a full-scale meeting held by the United Nations in Rome beginning April 18 to work out international means of settling international disputes over high seas fisheries.

"So long as our scientists are actively and jointly digging out the facts in solid cooperative effort, and the several governments are still willing to sit down around the conference table and argue out how these facts should be applied to their citizens on the high seas, I am confident that we will eventually reach mutually agreeable solutions to these problems.

"While the governments are settling their arguments about these matters, the American tuna fleet is continuing to fish as usual. The President of the United States has told us: 'It will continue to be the policy of the United States to assert the right of its nationals to engage in fishing on the high seas outside of the three-mile limit for territorial waters.' The Congress has passed legislation this year which gives it the burden of mitigating our finan-

cial risk should another government seize our vessels while working under this policy. While the Governments of Chile, or Peru or Ecuador could at any moment begin seizing our vessels on the high seas, and thus precipitate a row with the United States government, they have not done so yet, and we do not believe they are going to do so in the near future.

"We are closely attentive to every move made by anyone in the direction of our rights to operate on the high seas, and we will continue so to be. We have had representatives at every international meeting on this subject in 1954, and will be at all such meetings this year. We are in weekly, and sometimes daily, touch with the Department of State and our embassies on this subject. We keep our congressional friends closely in touch with what is going on, in case trouble should break out; but it has not done so yet and we believe patience, understanding and cooperation between the governments involved is going to win out."

Eureka Crab Operations Delayed Over Price

Northern California crab operations got off to a slow start, with activity extremely limited. Rough weather held most of the boats in port.

Another hitch occurred when crab fishermen at Eureka demanded 14¢ per pound, with the dealers standing firm on a top quotation of 12¢. This resulted in the majority of Eureka based craft remaining idle through the December period, with the matter still at issue at the turn of the year. However, a number of boats were working out of Trinidad, delivering at the dealers' price scale. Operations also were under slow bell at Crescent City, where a similar price dispute was in process.

Slip With Pliers Destroys Fish Boat

Earl V. Kari, Westport, Wash., fisherman, escaped injury this winter when an explosion rocked his 26' gillnet boat on Elk river, starting a fire which destroyed the \$3,600 boat. Kari, alone on the boat, was blown overboard into three feet of water, receiving only minor bruises.

A freak mishap caused the explosion and blaze. As Kari was working on the stalled engine a pair of pliers dropped across battery terminals, causing a spark that ignited gas fumes.

When Kari failed to return home at dark his wife drove to the Bay City bridge from where she could see a campfire. She notified the coast guard who went up the river in a surfboat and found Kari on shore warming himself by a bonfire.

"T5X...all that's claimed for it, and more!"



"T5X is all that's claimed for it *and more*. Over the past six years we've logged about 15,000 hours on this engine,

"Since we've always put Union's T5X in the D 13000 'Cat' which powers our Bernice A, we want to be counted among the enthusiastic users of this fine oil."

changing oil about every 250 to 300 hours. During this period wear has been almost negligible and the engine performs as reliably as it did when we bought it. *Everything the 'ads' say about T5X for marine diesels we've found to be true.*"

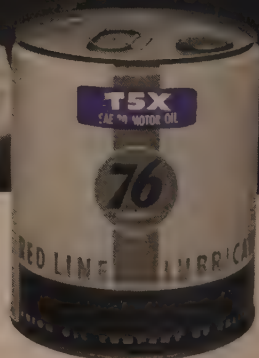
If you're looking for an oil that will add years to the life of your marine diesel...save you real money in operational and maintenance costs, we suggest you put in at your nearby 76 dock and ask for T5X.

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crew of the 61' tender,
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Are 1955 Ocean Fishing Closures Vital to Escapement of Sockeyes?

How important to the conservation of the Fraser River's Sockeye fishery are the proposed restrictions on fishing in the high seas?

Spokesmen for the Puget Sound fishermen maintain that they are not justified and that, if imposed to the full extent contemplated, few American fishermen will venture into that area.

The staff of the International Pacific Salmon Fisheries Commission contends, on the other hand, that there is ample reason for the tentatively set 2-hour weekly closures beginning June 30 and extending to August 1 and the 48-hour weekly closures beginning August 1 and extending to August 22.

The two views were heard at the January 8 sessions of the Commission with its advisory board at Vancouver, B. C. The meeting was marked by expressions of confidence in the Commission's program and by the restraint exercised in the criticism of the proposed new regulations governing Sockeye operations in 1955.

At the outset of the meeting Senator Thomas Reid, chairman of the Commission, emphasized the difficulties faced this year because of the drastic changes in gear, notably the replacement of linen nets by nylon throughout the industry and the increased fishing effectiveness—in some cases as much as 250%. There had also been a substantial increase in the total fishing gear, especially respecting U. S. gillnets, and there had been a significant expansion in the Canadian fleet of purse seiners and gillnetters in the waters of Juan de Fuca high seas area.

EQUAL CONTROL? — Senator Reid referred to a letter received by the Commission from the Puget Sound Salmon Canners and said that it had contained some misstatements with reference to the lack of restrictions on Canadian fishermen. John Plancich, representing the Puget Sound fishermen organization, said that the question was largely one of interpretation as it was recognized that Canadian fishermen were subject to regulation in their own areas. What he wished to emphasize was that the sphere of fishing for Fraser River Sockeye was more

limited in the east of American fishermen than in respect to Canada. Canadians, even though restricted, could fish anywhere north of the 49th parallel, whereas Americans were limited to the Puget Sound area and the high seas, which were now to be under rather severe restraint so far as fishing operation was concerned. Mr. Plancich quoted statistics to show that high seas Sockeye returns had been a minor factor compared to the all-areas catch and that in the high seas fishery nature made its own closures through the vagaries of weather.

Commissioner A. J. Whitmore clarified the situation respecting regulation of Canadian fishermen, pointing out that they could not operate in Canadian waters at a time when fishing was prohibited outside territorial waters, thus tending to equalize the conditions as between the fishermen of the two countries. He also stressed that the Johnstone Strait fishery was anything but an open field for exploitation by Canadians since the 72-hour weekly closure applied there, and sometimes was extended.

Mr. Plancich insisted, however, that Canadians had more freedom of choice as to areas in which they could operate. Canadian seiners, for instance, would not consider it worth while to appear on the high seas until the run was in abundance; they were better rewarded to fish elsewhere. But the American fleet had virtually nowhere else to go until fishing became active in inside waters.

CLOSE SEEKS ESCAPEMENT—Lloyd Royal, director of the Commission, said that while one of the first concerns was to provide an adequate escapement of Sockeye the Commission was conscious of the importance of pink and other salmon runs, and it freely co-operated with local government agencies in augmenting regulations to protect them. He emphasized the difference between American fishing efficiency in July and August—52.7% compared with 40%—as evidence supporting the proposed new regulations, and as a factor that had to be taken into consideration in maintaining an equal division of the catch between Canada and the U. S.

Senator Reid said that the Commission would endeavor to announce its decision regarding the high seas fishery within a few days after it had had time to study the arguments and other data.

Richie Nelson, head of Nelson Bros. Fisheries, was curious regarding the claim that nylon nets had been in some cases 250% more effective than linen, and Mr. Royal said that comparative efficiency of the two nets had been tested in drifting fish prior to the Adams River migration. The Commission had determined the size of the Sockeye population in 1942 and 1946, when linen nets were used almost exclusively, and in 1954, when there had been an almost 100% switch to nylon. And it had been able to check the catches, on a sample basis, made in those under more or less equivalent conditions. The 1954 result showed a catch per unit per day more than double that of 1942 and 1946. (In 1950 the area concerned was closed to gillnetters and there was no comparable catch).

All members of the Commission were in attendance. Members of the Advisory Board present included: Nick McDiarmid, U. S. purse seiners; John Brown, trollers and reef netters; Chester Karlson, Puget Sound gillnetters; R. Nelson, B. C. salmon canners; Jack Black, Canadian sports fishermen; Peter Jenewein, Fraser River gillnetters; John Plancich, Puget Sound salmon canners; W. J. Pitre, B. C. Vessel Owners; Howard Gray, U. S. sports fishermen.

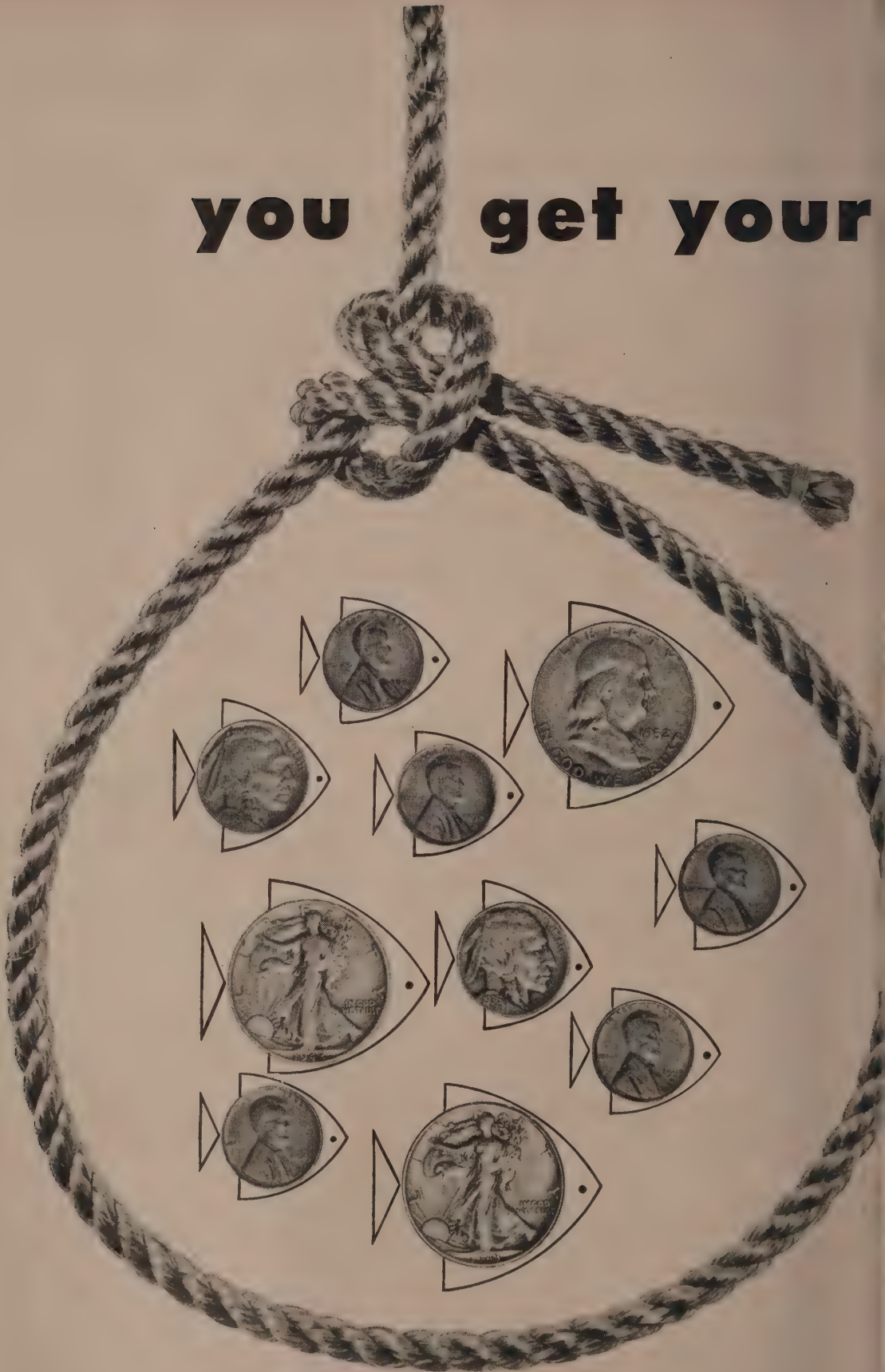
Capsizing Costs Life

George Henry Martin, 65, Eureka fisherman, was lost at sea and presumed drowned when the fishing boat *Elise* overturned during a heavy storm off Cape Mendocino recently.

The boat was owned by Andrew J. Slay, also of Eureka, who reported that Martin had been planning to purchase the craft. The boat was located by the Coast Guard, after first being sighted by the steamer *Raphael Semmes*, and was destroyed as a menace to navigation.

No trace was found of Martin's body. Martin was a native of England.

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erring, menhaden or mackerel, shrimp or salmon, white fish or whales—
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b line, Italian hemp—in fact all Plymouth fishing ropes—are second to
none in value and service, and as a sound business investment.

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for 131 years.

Plymouth Cordage Company

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California Sardine Pack — November, 1954

	Monterey* District	Southern California District	Statewide
Sardine Receipts, Tons			
For canning	1,420	27,251	28,671
For pet food etc.		89	89
Total tons received	1,420	27,340	28,760
Production			
Meal, tons	97	2,936	3,033
Oil, gallons	10,274	336,866	347,140
Case Pack			
1 lb. oval 48s	28,133	280,050	308,183
1 lb. tall 48s	2,008	229,269	231,277
8 oz. buffet 96s		6,505	6,505
8 oz. oblong 48s		7,254	7,254
5 oz. round 100s	1,668	48,547	50,215
Misc.		12,404	12,404
Total in 1 lb. 48s equivalents	31,549	574,407	605,956

* Includes small amount of sardines processed in San Francisco district California sardine pack, Aug. 1 through Nov. 30, 1 lb. 48s—1,199,406.

Offshore Sardines Are Unfished, Due to Poor Weather and Demand

• Tuna boat skippers, returning from waters south-of-the-border, in late December were reporting large schools of sardines and mackerel sighted more than 100 miles offshore, southeast of San Pedro. Seiners, because of weather and distance from port, were not working such schools; but the fishermen were pointing to them as evidence of the fact that the sardine resource has not been depleted. Varying conditions of food and currents had forced the sardine far offshore or into different migratory patterns, they contended.

Van Camp Sea Food Co. resumed purchasing sardines during the end of 1954 and the first of 1955, but at that time production had fallen off considerably.

As of January 4, tonnage for the northern and southern districts amounted to 63,689 as compared to 2,412 for 1953. The season is scheduled to close February 1. Only a few boats were fishing out of San Pedro in the first week of January. Some sardines were being trucked to Monterey, etc., from Santa Barbara and

Port Hueneme. Ex-vessel price for sardines continued at \$47.50 per ton.

Most of the sardine fishing in Southern California during 1954-1955 was performed on the basis of daily limits and rotation of boats, plus a day-to-day uncertainty as to whether cannery wanted fish and how much. Limits fell to as low as 15 tons per boat. Fishermen say that if fishing had begun, on a normal basis, at the opening of the season, and without the small limits imposed on them by cannery, the catch would have been doubled.

When the price of sardines was finally agreed on, fishing began the night of October 24, and the first night's sets delivered 3,500 tons. From then on until Nov. 2, tonnage hovered around 3,000 per night, average. Until the light of the moon in November, tonnage dropped to about 300 tons a night and, again, on resumption of fishing, production rose to around 2,000 tons per night, with intermittent low tonnage nights.

Fishing resumed in the December dark on December 12 and resulted in small tonnages, except for deliveries

on December 23 when about 150 tons were netted. Stormy weather and the holidays wrote a conclusion to sardine fishing for 1954.

Sardine fishermen out of San Pedro and elsewhere were taking note of the fact that imports of canned sardine in oil and not in oil, from the Union of South Africa, etc. had decreased considerably in 1954 over 1953.

The dim view cannery took of mackerel canning during 1954 was help to the income of San Pedro fishermen. Cannery, in turn, reported very small demand, by the American consumer as well as for export purposes, for mackerel. Pacific mackerel production increased for the first 11 months of 1954 over 1953, but that of jack decreased considerably, 7,840 tons as compared to 26,338.

Anchovy production was cut in half during the first 11 months of 1954 compared to a similar period in 1953.



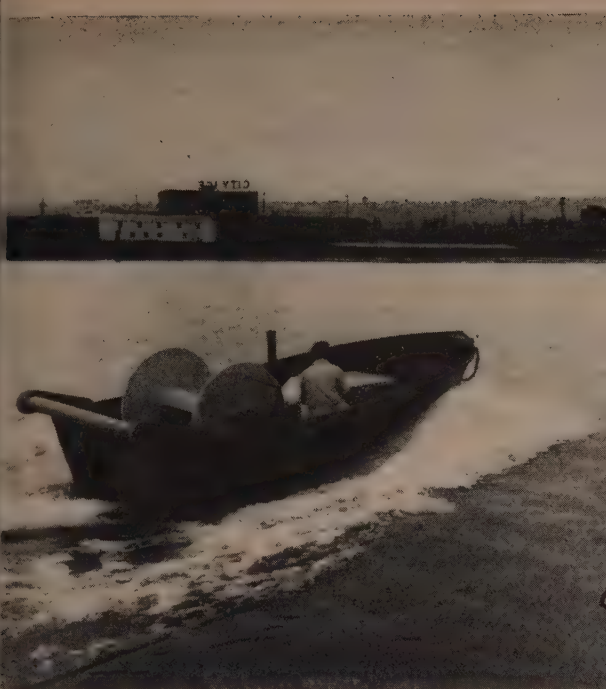
S. A. DeSantis, left, and Herbert Simon, associated with "Bart" Hackney in the new Terminal Testing Laboratories at Terminal Island, Calif., at work at the fat extraction rack in the laboratory.

Hackney Adds Testing Lab. To Inspection

Hackney Inspection Laboratory at Terminal Island has expanded its facilities for laboratory testing and consultation on seafood products, canned and frozen, by the creation of the Terminal Testing Laboratories, Inc.

C. B. Hackney is associated with two graduates of the University of Southern California in the new enterprise: S. A. DeSantis and Herbert Simon.

Facilities include equipment for analytical chemistry and bacteriology and a spectrophotometer by which vitamin content can be determined, and with attachments available to convert the unit to a flame photometer. The latter is used in determining trace amounts of metals and is adaptable to a wide range of analysis.



NEW MARCO "STEELSKIF" FINDS IMMEDIATE ACCEPTANCE ON COAST

Powered by a 110 hp
Nordberg "Bullet"

SEATTLE, WASH.: The Fishermen's News reported widespread interest among Pacific Coast purse seine fleets in the launching of the first new production model of Marine Construction and Design Co.'s "Steelskif." The construction were finding immediate acceptance among seine fishermen.

The first pilot model was powered by a 110 hp Nordberg "Bullet" Gasoline Marine Engine, driving an 18" x 17" wheel through a 2.44 to 1 reduction gear. This skiff was fitted out complete with a reel for use with a lead.

Built in three models, 16, 18 and 19 feet in length, two freeboard heights are available—all with an 8-foot beam.

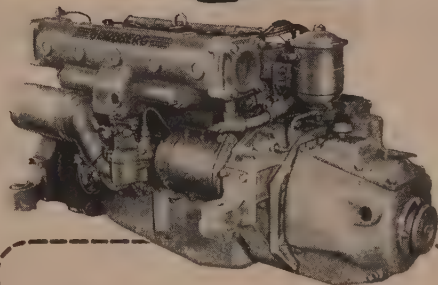
G. P. Refinery

Here is the reason Mr. Peter G. Schmidt, Jr., President of Marine Construction and Design Co., selected a Nordberg engine to power the new MARCO "STEELSKIF":

"We have used a Nordberg Bullet (supplied by Pacific Fishing & Trading Co.) in our introductory model because of Nordberg's increasing acceptance among Northwest fishermen for a dependable marine engine in their power skiffs. This engine gives us a speed of about 14 knots in the 18' hull even though the boat has double skegs, which obviously creates more drag."

Here, then, is another outstanding power job well done with Nordberg Gasoline Marine Engines.

NORDBERG MFG. CO., Milwaukee 1, Wis.



Choose from six power-packed Nordberg Gasoline Marine Engine models: The 155 hp KNIGHT . . . the 130 hp TARPON . . . the 110 hp MARLIN . . . the 110 hp BULLET . . . the 95 hp ARROW . . . and the 95 hp BLUEFIN . . . all available in four popular reduction gear ratios . . . or in hydraulically operated reverse and reduction gears in comparable ratios at no extra cost.

(Except Bluefin model)

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Nordberg Gasoline Marine Engines.

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NORDBERG



GASOLINE MARINE ENGINES

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Log of the **HOLY FAMILY** . . . A True Story

Monday, June 9th, 0600 — **HOLY FAMILY**
makes steady headway despite storm.



0900 — Seas still high
but trawling operations continue



Wednesday, June 18th, 0200 —
Nine days out with more than 70
tons iced up. Those S-N Gears we
installed are really paying off.



Thursday, June 19th, 1200 —
Record catch, high bonus assured!

Thanks to **SNOW-NABSTEDT GEARS**

. . . the dragger *Holy Family* has completed another highly profitable trip. These world-famous gears always insure reliable power transmission under all conditions with a minimum of wear.

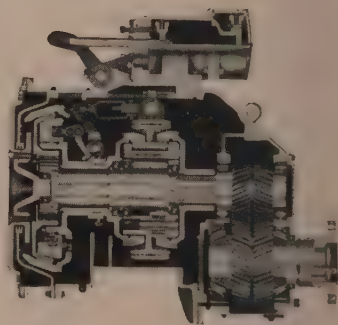
That's because fishing men the world over know from experience that you can't beat S-N Marine Gears for rugged construction, smooth power transmission and economical operation . . . thanks to S-N's exclusive herringbone gearing, wet type cone clutch and balanced reverse gear train.

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Transmission Engineers
FOR NEARLY HALF A CENTURY

"MAKERS OF JOE'S GEARS"

THE SNOW-NABSTEDT GEAR CORP., HAMDEN, CONN.



S-N Marine Gears are designed specifically for Marine Engines 4 to 1000 H.P. with a wide range of reduction gear ratios.

**S-N MANUAL
HYDRAULIC
AIR OPERATED GEARS**

How Glass Fabric, Plywood and Plastic Are Used to Line Tanks and Live-Holds

• Construction of fuel and water tanks for fishing vessels out of marine plywood protected by glass fabric and impervious plastic resins is one of the new developments in fishing vessel equipment in the Pacific Northwest.

Reports of the success of tanks of this type have been passed from man-to-man and boat-to-boat among the Pacific fishing fleets and inquiries are received from far and wide.

Recently *Pacific Fisherman's News* had such an inquiry from Harry Gerberg of Coho, Alaska, and referred it to Marvun E. Carr of Glass-Fiber & Plastics Supply Co., Seattle, for an authoritative answer.

Mr. Carr's response to the Gerberg inquiry should be of interest to fishermen generally, and PFN is glad to reproduce it here:

"Your inquiry about the uses of fiberglass in connection with fuel and water tanks has been referred to us by *Pacific Fisherman* magazine. One of your questions was concerned with using plywood and fiberglass to construct these tanks. Several tanks of this construction are now in use locally. The tank is first built of plywood and designed strong enough to hold the quantity of fluid desired. This means adequate fastenings and baffles to withstand the surge of fluid when the boat is pitching or rolling. The tank is then coated with two or three layers of fiberglass cloth and resin on the interior to render it leakproof and to protect the plywood from action

of the fluid. We recommend that one layer of fiberglass and cloth be applied to the exterior of the tank for protecting the wood from the elements and weatherchecking. Tanks of this nature are being used locally for out-board fuel tanks and when constructed sturdily will even allow pressurizing.

The Fiberlay application will withstand the attacks of any type fuels used in boats and, of course, is unaffected by continuous exposure to either fresh or salt water.

"Three years ago we had occasion completely to line the hold of a crab fishing boat. This boat was outfitted to pump fresh salt water into the hold continuously to keep the crabs alive for several days at a time or until a full load had been caught. A dangerous situation was created by having such a quantity of water aboard as a leak in the hold would cause flooding of the engine room rendering the pumps useless. Fiberlay was recommended for this job by Ed Monk, naval architect, as being the only practical solution to the problem. The hold was first lined with 1/4" plywood to provide a clean working surface and then lined with two layers of Fiberlay to provide water tightness. This ship is still in service to the best of my knowledge and the tanks working out very well.

"Another of your questions was concerning the source of dependable materials to do this job. I take pride in stating that more than 25,000 boats

from dinghys to Alaska Steamship passenger ships have Fiberlay applied either completely or in part. Our entire business for the past eight years has been concerned with the engineering and manufacturing of fiberglass reinforced plastics parts as well as the supplying of the materials to others. During that period of time we have of necessity determined the best materials to use for satisfactory performance and are, therefore, better able to advise other users than is any similar organization. We unhesitatingly recommend Trevarno fabrics for the glass cloth, Owens-Corning Fiberglas Corporation for felted glass fabrics, American Cyanamid Company for the plastics resins, and Lucidol for hardeners. We might add that we are distributors for these products only because they are tops in the field and we are justly proud to be their representatives in the Pacific Northwest. Complete stocks of these materials are kept on hand by us for your convenience."

Pauley Process Denied Anchovy Reduction Permit

The application of the Pauley Process Inc., utilizing a patented method of canning tuna, Grover City, Calif., for an anchovy reduction permit was denied by the Fish and Game Commission of the State of California at its regular monthly meeting in Los Angeles, January 7.



HEY... FISH DON'T TALK!

True enough . . . Fish don't talk but Starr Netting speaks for itself every time the big catch is brought in. Experienced fishermen know it takes the best gear to do the best job. That's where extra quality Starr Netting speaks for itself—helps make successful fish stories really true.

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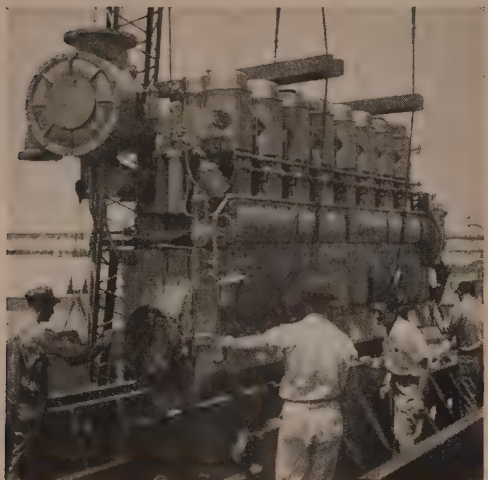
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Main propulsion engine, the 8-cylinder turbocharged Enterprise, rated 950 BHP at 450 RPM, is readied for installation.



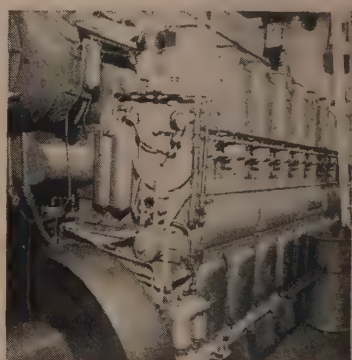
The 127-foot "Cabrillo" beat estimated fuel consumption by 20 percent on her last run from San Diego to the Galapagos.



Owner Joe Soares' "Cabrillo," which like the "Dominator" was built by National Steel & Shipbuilding Corp., San Diego.



Large five-blade 90"x74" propeller, driven through 2:1 Universal reduction gear by 8-cylinder Enterprise, insures more speed, efficient operation.



Enterprise intercooling on these engines normalizes them for high output in the tropics, providing extra power with less fuel.



These Enterprise-powered boats range thousands of miles for payloads of 350 tons without refueling.

Proof that Enterprise engines are the choice of power experts came with the selection of Enterprise again by George and Joe Soares for their newest tuna clippers, "Cabrillo" and "Dominator." Enterprise has rung up trouble-free performance and low fuel consumption records for these successful San Diego brothers for other of their tuna clippers, including the "Liberator" and "Judy S."

There is an Enterprise that is best for building your profits too, through greater efficiency, lower cost operation. Choose from models of 73 to 6150 HP. The experienced Enterprise marine diesel engineer in your area will give you complete information. Call him, or write us direct about your problem.

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SAN DIEGO BITE-SIZE ITEMS

• JOE P. SULLIVAN is navigator aboard the *Explorer*, formerly the *Scarlet Queen*. He lives in Corona del Mar. The *Explorer* was reported to have completed her last trip of 1954 with almost 600 tons of tuna aboard . . . *Palomar*, operated by the Coast Fisheries, has a contract to fish for Lorenzo Tous of Guayaquil, Ecuador, who recently bought the *Astorian*. Skipper of the *Palomar* is Minoru Takasugi of San Diego. The bait boat will fish in the Galapagos area and will deliver to a freezing plant at San Cristobal Island, owned by Tous . . . *Magellan* has been purchased by Harbor Boat Building Co., it is reported, to satisfy a lien. She was owned by H. E. George and associates and was built in San Diego in 1931 . . . *Sun Dial's* ownership has been conveyed by Fred V. Brown to William McHenry of San Diego . . . *Joan of Arc* has a new owner: Steve Kral of Long Beach—formerly owned by Manuel G. Balelo . . . Lewis Livesley has sold his ownership in the *Mary S* to Frank J. Souza of San Diego . . .

THE new marine inspection office

of the Coast Guard at San Diego will not affect the tuna clipper fleet, for all commercial fishing boats are exempt from inspection unless they are steam-propelled . . . Star and Crescent's *Kanak* brought to San Diego the crippled *Mary S*, disabled about 200 miles south of San Diego . . . New directors of the American Tuna-boat Assn. were elected at a meeting late in December in San Diego. These directors will, in turn, elect a new president to succeed Wade Ambrose . . . *Challenger*, Star & Crescent's tug, brought the *Dorothy R* to Kettenburg's yard for repairs after the boat was disabled south of Point Loma . . . Owners of the *Lusitania* are being sued by Rachel del Valle, widow of a fisherman who disappeared from the vessel in 1951. She charges that there was negligence in her husband's disappearance which occurred between the San Diego harbor customs station and one of the fish canneries . . .

Two members of the crew of the *Ruthie B* were reported injured when the clipper collided with a Norwegian tanker 300 miles off Talara, Peru . . .

Mayflower recently carried California Fish and Game biologists on a Yellowfin and Skipjack tagging expedition . . . *Southern Pacific* completed a cruise for tuna during which Fish and Game biologists tagged Yellowfin, Skipjack and Bigeye. The largest number of Yellowfin tagged were found off Central America, and the same is true of Skipjack and Bigeye. In all, 1,014 tuna were tagged during the expedition which traveled as far as Peru . . . *Arlene F*, owned by Darrell Foreman of Newport Beach, has been equipped with a 600-fathom Raytheon Fathometer . . . Newport's newest steel tuna boat *Native Sun* is now fishing for Jerry Hachez, Lloyd Hachez and Orrie Easton on the high seas off Mexico . . .

Earl Carmody Joins Nordby Supply Staff

Earl Carmody, long known on the Seattle waterfront, has joined the staff of Nordby Supply Co. where he will specialize on sales to the commercial fishermen and canneries.

Mr. Carmody brings to his new position over 18 years of experience in the marine and fishing supply business. He worked on Puget Sound tugboats as a boy of 13 and at one time was with the Foss Tug & Barge Co.

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SAN PEDRO SEINE SETS

• **SANTA RITA** went aground off Shelter Island in San Diego in mid-December, but was re-floated, without damage . . . Muriel Briney, formerly secretary of the Tuna Research Foundation, Long Beach, has become the secretary for Gilbert Van Camp, Montgomery Phister, etc., at Van Camp Sea Food Co. . . . The fishing boat *David*, owned by Paul Boe, secured its first documents from the Port of Los Angeles in October. She was built in 1941 . . . *Jay Hawk* of Los Angeles has been dismantled. She was a fishing boat of 13 gross tons and was owned by Luther Smith and built in 1944 . . . *Leucadia* is reported stranded. Her home port was San Diego, and she was built in Mt. Desert, Maine, and was owned by E. M. Starr . . .

WHITE ROSE, owned by Sam Cracchiolo, met disaster on the ways of a San Pedro boat yard. The vessel toppled from a cradle while being hauled from the water for repairs . . . Jack Mardesich was injured in a fall aboard the *Jo Ann* recently while fishing sardines . . . *American Rose* was towed into San Diego harbor recent-

ly, with engine trouble. Skipper was Francisco Grillo of Pacific Grove, Calif. . . . Marie Guarrasi, daughter of Mr. and Mrs. Peter Guarrasi, San Pedro, recently announced her engagement to Tony Califano . . . Huey Hobbs, abalone diver of the vessel *Whirl-Away*, suffered from a severe case of the bends and was treated in the decompression chamber of the *USS Sperry*, San Diego . . . *Gill and Quill*, Star-Kist's house magazine, has celebrated its first anniversary as a publication . . . W. C. Frazier has joined the staff of Bolstad Sales & Service, San Pedro. He's an engineer in diesel and steam . . .

NEW SEAROVER recently dipped its net in Techkote Net-Life, as well as the boat owned by Mercurio Palazola of San Pedro . . . New members of Fishermen's Cooperative Assn. include: *Marine View*, H. Andersen; *Two Nancies*, Art Bruno; *San Genaro*, John di Meglio; *Stella Maris*, B. Falcone; *Kitterie*, Frank Guastella; *Vittuna*, Diego Arancio; *Twin Bros.*, Sal Maiorane; *Fontana*, John Marovich; *Vivian A*, Sal Arancio; *Star of Monterey*, John Russo; *Lena V II*,

John Spadero; *Jimmy Boy*, Frank Iacono . . .

SEA KING and **JACKIE SUE** were fishing on the high seas of South America in January, delivering to the *Alaska Reefer*, freezership which works the Bering Sea for salmon during the season . . . The holidays found very few purse seiners at sea. The *Pioneer* delivered in December and the *Arlene S* was almost loaded as Christmas approached . . . The tuna freezership *Puerto del Sol*, operated by the Sun Pacific company, San Diego, was docked at Terminal Island in December for the unloading of almost 1,000 tons of tuna from boats fishing off Peru. It was believed that Van Camp took most of this fare . . . *Little Dipper* has been officially listed by the Bureau of Customs as "stranded." She was owned by W. I. Adams of Los Angeles . . . *Star-Kist*, bait boat owned by Star-Kist Foods, has been listed by the Bureau of Customs as transferred to the Chilean flag.

Dominic Battaglia, well known San Francisco fisherman, has purchased the *Faneg* combination boat, owned by Mr. and Mrs. F. Grunet, Menlo Park. *Faneg*, 35' long, is powered by a GM diesel engine, and she is having a new cabin installed by Genoa Boat Works, Fishermen's Wharf. Dom used to have the boat *Philip*, which he sold to a Vallejo owner. With *Faneg* he will fish salmon, Albacore and crabs.

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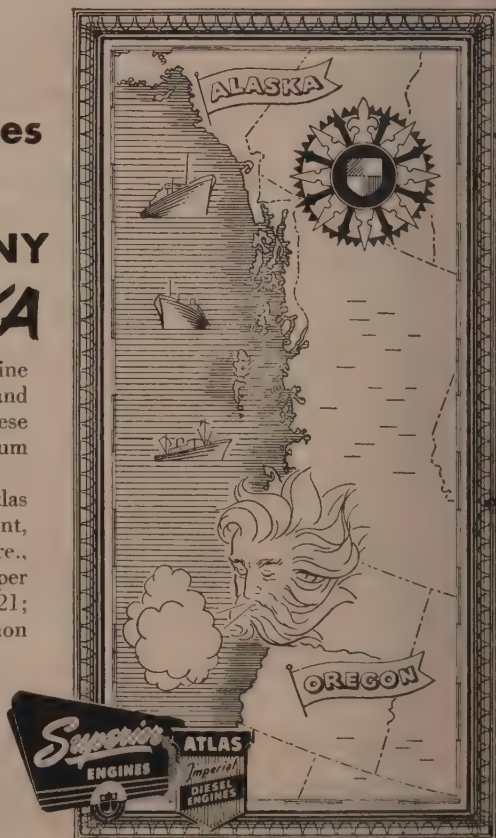
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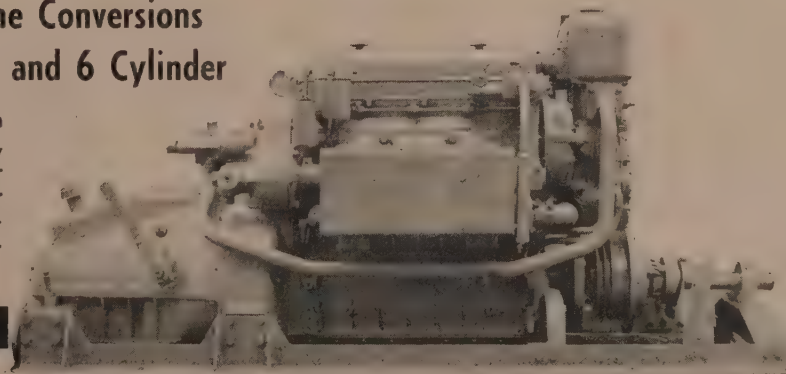
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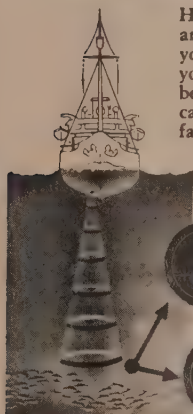


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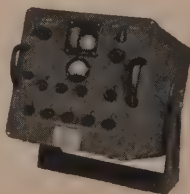
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Write for particulars about the various International Bottom Paints that prevent fouling of both wood and metal bottoms.

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WORLD'S LARGEST MARINE PAINT MAKERS

Moss Landing — Monterey Bay

Two Trollers Retire

Last of the northern troller captains leaving Moss Landing for home just before Christmas were Charlie Gram of the *Viv* and Walter Kolstad and his wife of the *Renown*.

After a lifetime of fishing Charlie says he's going to leave it to the younger fellows. He plans to operate a trout farm on acreage he owns in the Tualatin Valley outside Portland. The Kolstads have gone back to their home on Whidby Island. Both the *Viv* and the *Renown* are for sale in Moss Landing harbor.

* * *

The loss of Art Otness on his boat *Brothers* off Frigid Reef about 70 miles south of Honolulu the middle of December hit close home in Moss Landing. Art and his boat were in there last winter before he left for Hawaii to fish tuna in those waters. Mrs. Otness is a sister of Lloyd Hundwin of the *Centennial*, who lives in Castroville. Mrs. Otness had gone to Honolulu in October where she planned to make her home.

According to reports Lloyd received, there were heavy seas running when the boat started to go down.

Art was able to contact the Coast Guard and advised them that he and his boat puller were going overboard in a life raft. Planes covered a wide area in the search but to date no trace of the men has been found.

* * *

Another casualty among the boats operating out of Moss Landing late in the season was the *My Pride*, skippered by Lyman Merritt, which crashed into the rocks just outside the Golden Gate bridge. The vessel's engine is said to have failed at this critical point. Two boats following the *My Pride* reported that the boat seemed to be sucked onto the treacherous rocks.

After clinging to his boat for some time Lyman was finally persuaded by his wife on shore, to abandon ship. Efforts to get the boat free next day were not successful.

* * *

It's a good thing for the "mosquito fleet," the small boats winter fishing out of the harbor, that Howard Low of the Regal Seafood Co. of Monterey and Moss Landing plans to have Jack Sullivan buy fish here all year around. Otherwise there wouldn't be any place for the little fellows to sell their king fish, crabs, sole and halibut.

Pete and Audie Wilkes, who have been running Tony's Cafe in Moss Landing, left just before Christmas for Westport, Wn., where Pete will join the boat *Dreamer* for crab fishing. The *Dreamer's* owner, Eddie Miller, is ill and Emerson Gray of the *Wanda Mae* has leased the boat for the crab season.

Another member of the *Dreamer's* crew is Jerry La France, who has been with his father and mother, Ivan and Martie La France, on the *Silver Dollar*. The senior La Frances will stay on their boat in Moss Landing until the salmon season opens in the north.

Monterey Boat Goes To Guam To Fish

C. A. Meyer has purchased the 30' combination boat *Evalena* in Monterey, and is having her shipped to Guam, where he will fish her.

Mr. Meyers was stationed on Guam during the war, in which he was a chief petty officer in the Navy, and he decided he would like to make his home and living there. The Chrysler Crown engine was completely overhauled by Boicelli & Boss, Fishermen's Wharf, San Francisco, who also installed two Fairbanks-Morse generating sets, one to power the ice machine, and the other to furnish juice for the other electric motors and appliances on the boat.



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Wt. 35 lbs.

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SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE*

Trawlers Fishing Deeper

Prior to World War II most Pacific Coast otter-trawl fishing was carried at depth from 10 to 90 fathoms. However, since 1946, trawlers have explored and exploited grounds down to 400 fathoms. Deep-water trawling, which first developed on Northern California ground, has been motivated by several factors. The decrease in catch of inshore trawl species probably first encouraged the offshore trend. The discovery that the deeper ground could produce good catches of Dover Sole petrale sole, red rockfish and black cod spirited progressive fishermen to new explorations in deep-water fishing. The development and growth of the Pacific ocean perch grounds off Oregon, Washington and British Columbia activated deep-water fishing in the Northwest.

Appearing simultaneously with offshore movements by draggers a host

*Petrale will attempt to answer questions from readers; and will welcome correspondence relative to developments which fishermen may consider worthy of inclusion in future editions.

Comments, questions and contributions should be addressed to: PETRALE, Care Pacific Fisherman's News, 71 Columbia St., Seattle 4.

of new electronic devices developed to aid fishermen in locating fish and for off-shore navigation. Improvements in echo-sounding equipment gave more accurate pictures of the bottom topography which help fishermen to follow steep off-shore banks. Loran probably has been the most useful of the new electronic devices used by trawlers. It has helped in pin pointing off-shore drags and has fostered around-the-clock fishing.

The relative quantities of bottom fish being taken from below the 100 fathom curve is unknown, but it is undoubtedly substantial. A large part of the California Dover catch is made in deep-water while in Oregon and Washington the entire Pacific perch fishery, and a good part of the Dover and petrale sole catch is from the deep.

The deep-fishery has also called for larger drums, more able and new types of floats. The future of West Coast trawlings seems to indicate a continual trend for harvesting fish from waters below the 100 fathom contour.

Salmon Fisheries vs. Power Development

A recent article in *World Fishing* by Milo C. Bell sound the warning of the coming battle and challenge between fisheries and power development in British Columbia. Mr. Bell states the era of hydro-electric power has reached British Columbia which may threaten the maintenance of the Pacific Salmon fisheries. The power-fish problem is illustrated by the detrimental effects of successive dams by those on the Columbia. The effect of delay on excess energy expenditures have not yet been scientifically measured, however, a possible progressive mortality that successively dams may



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- *PAULS FISH NET DIVISION, 357 W. Ohio St., Chicago, Ill.

* Divisions of The Linen Thread Co., Inc., 418 Grand St., Paterson, N. J.

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DR-16 0-50, 50-100, 100-150 FEET

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DR-15
75 FA.
DR-16
150 FT.



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Easily installed between engine and propeller shaft, Morse Morflex Marine Radial Couplings absorb vibration, lessen bearing strain, increase hull and engine life. They compensate for shaft misalignment, need no attention.

For full information, get in touch with any of these West Coast representatives: Los Angeles—J. W. Minder Chain and Gear Co., 6011 So. Central Avenue... San Francisco—Adam-Hill Co., 244-246 Ninth Street... Portland—Power Transmission Products, 1107 N. W. 14th Avenue; J. W. Minder Chain and Gear Co., 307 S. E. Hawthorne Blvd... Seattle—Chain Gear, Incorporated, 822 First Avenue, South... Vancouver—Western Equipment Co., Ltd., 102 Main Street.

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Seattle 99

cause is demonstrated by the 1953 counts of Sockeye at Bonneville, McNary and Rock Island. Between the first count at Rock Island and successive upriver check points only 50% of the Rock Island escapement could be accounted for.

The need for power in British Columbia has been manifested since World War II. The first sign of trouble began about six years ago when the Aluminum Co. of Canada (ALCAN) sought West Coast hydro-electric power. The company first chose Chilko Lake at the head of the Chilitin River, a main spawning tributary to the Fraser. The expected loss resulting from power development on this tributary was pointed out and ALCAN turned elsewhere. However portions of the Nechako (another Fraser tributary) were ultimately destroyed. Mr. Bell admits that additional power will be developed, and estimates that 11,000,000 KW of hydro-electric energy is available in B. C. This is about three times that harvested in the Columbia basin.

Fishery workers must meet the challenge by diverting power interest to "non damaging locations" while increasing their technical knowledge for the requirement for the safe passage of fish past diversion dams and power houses. Some success has been attained by the study of fish mortalities passing through turbine and over spillways at Backer and Elwha dams in Washington. Results of these studies showed that there was a possibility of recapturing areas behind power dams if the fish were guided to take advantage of the best exits. Each dam

will evidently produce a different set of problems and at some dams the fish through turbines may give better results. In some instances possibly no answer. Fishery organizations have joined forces in an effort to solve the many problems which face the salmon in an attempt to save a "beleaguered resource."

M.S.G. Increases Fish Stick Sales

As a result of discussions at the 1954 National Fisheries Institute Convention regarding the effectiveness of monosodium glutamate (MSG) as a flavor enhancing ingredient in breaded fish products, the United States Testing Company was asked to make a thorough evaluation of M.S.G. in fish sticks. Several tests were run by the company by adding concentrations of M.S.G. at the .18% level to fish sticks and comparing them with a controlled product without M.S.G. In all tests, consumers preferred fish sticks with M.S.G. added. The cost of such treatment at the present price of M.S.G. would be about 1/4c a pound.

"My Pride" Is Lost When Motor Fails

The \$30,000 steel-hulled 43' Albacore boat *My Pride*, L. Merritt, San Francisco, skipper, piled up on the rocks just west of Old Fort Point, under the Golden Gate Bridge, San Francisco, recently and was declared a total loss.

My Pride ran into trouble as she was going under the bridge at night, when her engine was reported to have

failed. Alone on the craft, Mr. Merritt had no time to throw out a sea anchor, and the craft was carried by the strong currents onto the rocks. Mr. Merritt, after battling, with the help of the Coast Guard to save the craft, finally pulled himself on lines through 15' breakers to safety.

Eureka Winter Prices

New winter prices on bottom fish are in effect at Eureka, involving an increase for approximately half the species common to northern California operations. Varieties sharing in the increases were as follows:

Petrale, 9c, up from 7 1/2; *English sole*, 5c and 7 1/2c, up from 4 1/2 and 6; *Ling cod*, 6c and 10c, up from 4 and 6; *flounder*, 5c.

Prices remained unchanged on the following varieties: *Dover sole*, 5c; *black cod*, 9 1/2 and 12c; *Rex sole*, 6c; *sanddabs*, 6c; *French sole*, 4c.

The north coast dragboat fleet was operating regularly out of Humboldt Bay except for stormy periods and deliveries were holding up well according to dealers. Dover sole continued to lead in deliveries.

Fishermen Protest Bomb Zone at Barkley Sd.

The Fishing Vessel Owner's Association of B. C. has voiced strong opposition to the Canadian department of national defense against a proposal to designate the entrance to Barkley Sound as a naval bombardment zone.

The Association pointed out that the area is one of the busiest all year round for fishing, log towing, shipping and coastal travel.



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A black and white portrait of a middle-aged man with receding hair, wearing round-rimmed glasses, a dark suit jacket, a white shirt, and a dark tie. He is looking slightly to the left of the camera with a neutral expression. The background is a plain, light-colored wall.

A black and white portrait of a young man with dark, wavy hair, wearing a dark suit jacket, white shirt, and patterned tie. He is looking slightly to the right of the camera with a neutral expression. The background is a plain, light color.

A black and white portrait of a young man with dark, wavy hair, smiling. He is wearing a dark suit jacket, a white shirt, and a dark tie. The background is a plain, light color.

**PREVENT
EXPLOSION**

41

★ SELLING & BUYING ★

10c a word per time, \$3.50 minimum. (For box numbers addressed to PFN, add \$1.00.) Business card display—\$16.50 per column in. per insertion, with lower rates on contract basis. Mail all copy to **PACIFIC FISHERMAN'S NEWS**, 71 Columbia St., Seattle 4, Washington.

FOR SALE OR LEASE: Modern salmon cannery in biggest producing area on Puget Sound. Crab and bottom fish available. Write Box 293, **PACIFIC FISHERMAN'S NEWS**, 71 Columbia St., Seattle 4, Wash.

FOR SALE: 48' Comm. '45, Cummings 150, Shepherd Aux., 16 ton Refrig., 100 W. S.S., ADF, Pilot Fath. \$18,000. 64' Dragger, '44, Cummings 165 (4 1/2:1) 24 Ton, Fathometer, Pilot, Radio & R.D.F. \$18,500. 67' Halibut Schooner, 4 cyl. Atlas 50 ton S. S. R.D.F., Fathometer, \$26,000. **FRANK SIMON ASSOCIATES**, P.O. Box 834, Berth 205A, Wilmington, Calif. TE 5-3101.

FOR SALE: Deep sea trawler "High C" 45' x 13'4" x 7'9". Built 1952, 19 tons net. Ideal for seiner, halibut or tuna, 6 cyl. GM Diesel, radio, D.F., Iron Mike, Fathometer and repeater, Hydraulic anchor winch and gurdies. May be seen at Poulsbo, Wash. Reasonably priced. Will send pictures and further details on request. Leif Ness, P. O. Box 158, Poulsbo, Wash. Phone, Poulsbo 610.

CLOSE OUT: New SPORTSMAN Depth Sounders 6 and 12 volt DC—40 fathom range \$149.95 F.O.B. Wilmington, Calif. An excellent buy for Northern boat operators, also Radius No. 15 and No. 17 single burner kerosene stoves \$4.95, Optimus No. 184 single burner yacht stoves \$17.50, Optimus Camping No. 20—2 burner folding camping stoves \$17.50. **PAUL W. HILLER**, 315 Avalon Blvd., Wilmington, Calif.

FOR SALE: 165 Murphy Marine Diesel Engine, 3:1 Marine reverse and reduction gear. Like new. Run 1500 hours. Write, wire or phone Joe Balestriero Co., 123 Jackson St., San Francisco, Calif. Phone DOuglas 2-4400.

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FISHING BOATS FOR SALE: Trollers and Monterey Purse Seiners. **DON WOODWARD**, Boat and Real Estate Broker, at Marine Supply Store, PO Box 45-A, MOSS LANDING, California. Telephone CASTRVILLE 6652; or apply at OAKLAND ESTUARY BRANCH, Don Woodward, Jr., Manager, care Evans Ranch Dock, 901 19th Avenue, Oakland, California; Telephone KEllog 2-8158.

THE FISHERMEN'S FRIEND helps you buy or sell, Northern trollers, purse seiners, trawlers, bait boats, tugs, barges, cargo vessels, freezer vessels. Mathew N. Batimovich, owner, broker. **JERRY'S BOAT SALES**, Terminal 3-3367, Post Office Building, Terminal Island, Calif.

FOR SALE—"Belle" 45' x 11'6" x 6'6", 671 GMC Diesel, Radio Telephone, Direction Finder, Loran, Iron Mike, Plate Refrigeration, equipped for Albacore fishing. Located at Anacortes, Wash. Price \$9750. Write Sidney Ducken, Oak Harbor, Wash. Phone OR 5-2151.

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The officers of this organization are well known in the trade. They have outstanding records in their spheres of experience, and the appointment of this firm is to improve Capitol service to Capitol reveries and reduction gear customers in this area.

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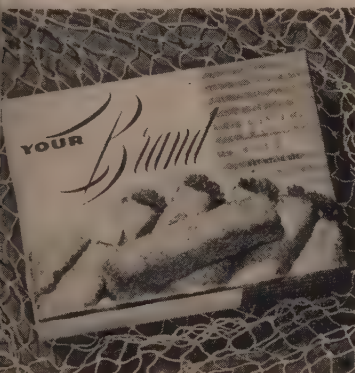
H. G. McKINNEY & CO.

Berth 192 Terminal 4-1473
Wilmington, Calif.

LINES and LEADERS

Sh Stick Stock Design added by Western Division

Maximum economy and eye-appeal are combined in a new full-color, stock design sh-stick vignette by Western Waxed Paper Division, Crown Zellerbach Corp. The latest in the company's series of specialty stock-designs, the new Fish-Stick vignette brings the total number of West-

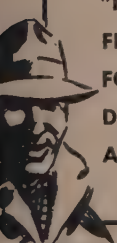


ern stock designs for seafood to twenty-even. Others include virtually every type of frozen seafood product plus such specialty items as Shrimpburger and Crabake. The company also produces a full line of stock designs for frozen meat, poultry, fruits, and vegetables, in addition to custom-designs.

Western stock vignettes are so designed that the packer or distributor may incorporate his own art work and copy to create custom or original design—at substantial savings. The user pays only for the background engravings used in imprinting brand name and additional copy. The wraps are printed in combination runs, effecting further economy.

For additional information on stock design and custom-designed frozen food overwraps, write to Western Waxed Paper Division, Crown Zellerbach Corp., 2101 Williams St., San Leandro, California.

Golden West, tuna purse seiner out of San Pedro, has been equipped with a Model 1500 Mariner's Pathfinder Radar, through the Wilmington office of the Raytheon Manufacturing Co.



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WASHINGTON DIESEL

Radiomarine Advances W. A. Black To Advertising Managership

Promotion of William A. Black to advertising and sales promotion manager is announced by George P. Aldridge, vice president of Radiomarine Corporation of America, in charge of sales and government contracts.

Mr. Black formerly was affiliated with business publications and newspapers, is a graduate of the U.S. Naval Academy, and a former Marine Corps officer.

Universal Motor Company Continues Sales Increase

Universal Motor Company, Oshkosh, Wis., reports total sales increased 29.5% during October, November, December over the last period a year ago. This first quarter fiscal year gain follows continued sales increases since January 1, 1954 and present indications are that this upward sales trend will prevail throughout 1955.

Latin American sales increased by more than 50% above 1953 levels.

R. G. Klieforth, President, attributes the increased activity resulting from an enlarged market for Universal products since the recent introduction of new models and generally lower prices on their entire line of marine engines and light plants.

Edo Names Marconi Firm Its Canadian Distributor

Appointment of Canadian Marconi Company, Limited, as distributor in Canada for Edo marine electronic products is announced jointly by A. M. Brown, Jr., Edo Vice-President, Sales, and J. J. Kingan, General Manager, Canadian Marconi Co., whose western headquarters is at Vancouver.

Under the new arrangement, Canadian Marconi will serve as exclusive sales and service agents for the various Edo-developed products for navigation, depth recording and fish finding.

These products include the Edo Fishscope which has proven highly successful in finding fish electronically, the line of Edo Deep Depth Sounders including the UQN which measures ocean depth from 0 to 6000 fathoms and a new Survey Depth Recorder for precise measurement of harbor and channel depths, and the new Edo Loran, a relatively low-cost navigation system suitable for all types of commercial vessels and fishing boats.

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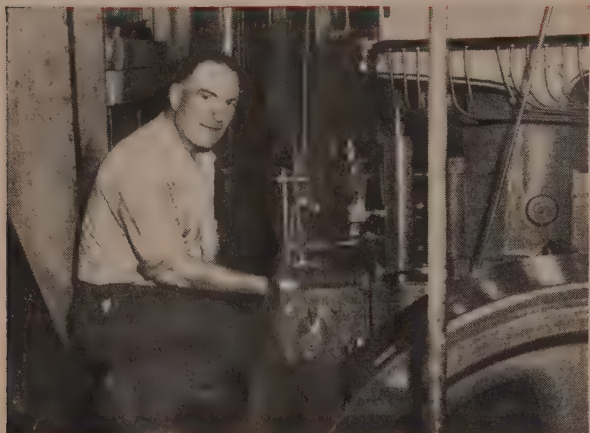
Pacific Coast Distributors: Pacific Marine Supply Co., Seattle • Oregon Marine Supply Co., Portland and Astoria — Pacific Fishing and Trading, Seattle • Cincotta Bros., San Francisco and Monterey • San Diego Marine Hardware, Inc., San Diego • Marine Hardware Co., San Pedro and Terminal Island • Nuttall-Styris Co., San Diego • Canadian Representative: Western Leckie Limited, Vancouver, B. C.

Standard Engineer's Report

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"WE'VE NEVER HAD TROUBLE with injectors or fuel system parts in the many years we've used Standard Diesel Fuel," says Joe Mezzina, Engineer of the M.V. Dorothy Ann. "This 110 h.p. Atlas works hard, too, bucking heavy seas and tides a week at a time without stopping. But because Standard Diesel Fuel is always delivered clean and burns clean, the injectors stay in perfect working condition. I haven't replaced a single injector in the five years the Atlas has been in our boat."



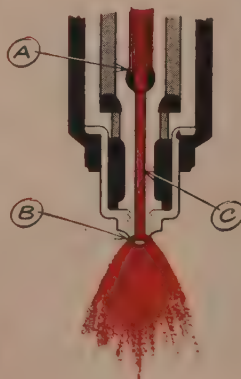
STILL WARM FROM 6 DAYS OF STEADY RUNNING when photographed, this injector shows very little deposit—none on tip. Special precautions aboard the M.V. Dorothy Ann keep Standard Diesel Fuel as clean as delivered. This does away with the main cause of excessive wear on fuel system parts.

STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative, or write to 225 Bush St., San Francisco.

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How Standard Diesel Fuel cuts repairs and ups engine efficiency



- Complete distillation and cleanliness prevent wear of fuel system parts.
- Proper ignition quality provides even burning and sustained power with minimum combustion shock, quick starting and smooth idling.
- Correct viscosity provides lubrication of fuel system parts—assures less wear, minimum leakage and clean injection cut-off.

STANDARD OIL COMPANY OF CALIFORNIA

Indians' Celilo Fishing Rights Prove Expensive

Buying-up the fishing rights of Indian tribes at Celilo Falls on the Columbia River had already cost the Army Engineers \$23,264,640 at press-time; and two more claims then remained to be settled.

Acquisition of the rights was necessary because construction of the new Columbia River dam at The Dalles will obliterate Celilo Falls and ruin the fishing sites to which early treaty guaranteed the Indians perpetual rights.

The Yakimas got \$15,019,640 for their claims; the Warm Springs tribe settled for \$4,047,000; and the Umatillas for \$4,198,000. The Nez Perce and the resident Celiloes had not settled at time of writing.

One point which is unclear in connection with these contracts, and about which the fishing industry has not succeeded in getting a plain statement, is whether the Indians' special fishing rights are extinguished by the pay-off; or whether it concerns only rights at Celilo and will result in renewal of their activities at other points where the salmon are vulnerable to their dipnets.

Tank Truck Used For Crab Transport

Start of crab operations along the northern California coast found four companies accepting deliveries at Crescent City—A. Paladini, Inc.; the Tom Lazio Fish Company; West Coast Fish Company and Marine Packers.

Meanwhile, some of the concerns were completing improvements to facilitate dock operations. West Coast Fishing Company has a new hoisting station on the newly reinforced wing of the Citizens' Dock used by the fishermen. The Paladini firm has inaugurated a new method of holding crab, using a tank type truck which is filled with water as the crab are unloaded from the boat into the truck. Manager Leo Karasek claims that the new plan offers decided advantages in preserving the quality of the crab.

Venezuelan Shrimping Visioned by Townsend

J. R. Townsend, San Francisco fisheries consultant, is back from a trip to Venezuela, where he made a survey for the government development corporation, of the fishing and canning industry in that country.

Among the recommendations made in Mr. Townsend's survey was that there may be a possible shrimp fishery there, but only six months or so of intensive exploratory work would develop it.

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CATCH**



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For sure, fast landing of the catch, Tubbs Extra Superior Manila has been preferred by fishermen for nearly a century.

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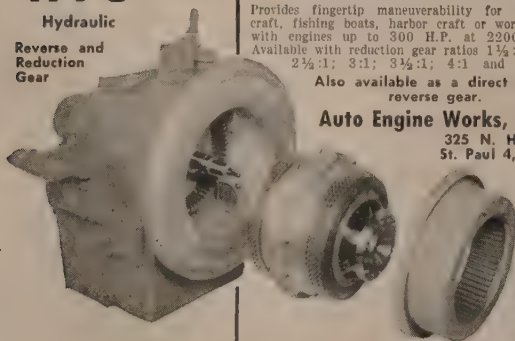
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Tuna Cutting Committee—Dr. Lionel Farber, Hooper Foundation; George Wilkinson, Coast Fishing Co.; O. B. Hackney, Hackney Inspection Laboratory; William Hamm, Westgate-California Tuna Packing Co.; Dr. Sven Lassen, Van Camp Sea Food Co.; Donald White, National Cannery Association. Robert Pedersen, Star-Kist Foods, was also a member of the committee.

TUNA CUTTING No. 4

• Of the industry, and for the industry's guidance in the continuing improvement in quality pack — this is California's annual tuna cutting, which was held again this year for the fourth time at Long Beach.

Although the ratings of each can cut are made known only to the canneries whose packs were judged, an overall appraisal of the cutting can be summarized by the fact that there was a definite improvement in solid pack's quality over last year's cutting.

Based on the committees' judging on **APPEARANCE, CLEANING, FILL, OIL, COLOR, TEXTURE, ODOR and FLAVOR**, solid pack received the following ratings:

Albacore—25 cans cut; high score, 97; low, 68; an average of 79.4.

Yellowfin—16 cans cut; high, 92; low, 56; average, 74.3.

Skipjack — two cans cut, one of which brought a high of 100; average, 96.5.

Bluefin—five cans cut; high, 100; low, 67; average, 87½.

Tonno—six cans cut; high, 93; low, 75.5; average, 84.4.

Tuna-in-brine—four cans cut; average, 79.2.

The industry took definite note of the fact that the lowest score in the cutting was given to an Albacore chunk pack, followed by a grated Albacore can with the next lowest score.

Nine cans of Albacore chunk were cut; 15 Yellowfin; five Bluefin; and 11 Skipjack.

Twelve cans of Albacore grated were examined; 14 Yellowfin; three cans Bluefin; eight Skipjack.

Judged at the cutting were cans packed outside the state of California,

which included: *Lily of the Valley*, solid white, Newport, Rhode Island; *Clover Leaf*, Albacore, packed by B. C. Packers; *Gold Seal*, white meat, New York state; *House of Lords*, fancy tuna in brine (Japan); *Gold Coast*, Japanese packed Albacore in brine; *Surf Mist*, fancy in brine, Japan; light meat solid, *Agate Isle*, packed in Norway; flaked Albacore, Vancouver, B. C.

Donald P. Loker, president of the California Fish Cannery Association, in closing the Fourth Annual Tuna Cutting luncheon, declared that the cutting presented each California tuna canner with a real opportunity for close examination of any lag in the

production of a pack of high quality tuna.

The results of the cutting, plus the laboratory analysis by the National Cannery Association, through the Hooper Foundation of a duplicate set of the 131 coded cans cut at the judging, are designed to give all canners something to work with to achieve a higher goal of quality in 1955 production.

The NCA analysis concentrates on quality of oil, actual salt content, measurements of fill, etc.

Dr. Milner B. Schaefer, speaker at the luncheon sponsored by the California Fish Cannery Association, and the National Cannery Association, em-



Scoring Committee—Max Lowe, Star-Kist, and George Courtney, Van Camp, seated; standing—Gary Brenner, Star-Kist; Robert Ferren, American Can; Gene Brockman and Frank Parrin, Continental Can.

In the Row Below—Jos. M. Mardesich, Franco-Italian; Richard Payne, Westgate-California; Nick Simich, Star-Kist; Adam Reid, Star-Kist; James Robinson, Van Camp.



In the Row Above—Herbert E. Davis, C.F.C.A.; Katherine Mardesich, Star-Kist; H. A. Garbanati, Cal-Marine; Andrew Trutanich, Star-Kist; Al Crosson, Van Camp; A. L. Desmond, F. E. Booth Co.

phasized a phase of research on Skipjack which relates to the increasing amount of Skipjack canned by the California tuna industry during the past few years. Dr. Schaefer reported that the Inter-American Tropical Tuna Commission, of which he is research director, has come to the conclusion that while Yellowfin may be nearing the stage when it is fished to the maximum, Skipjack may be under-fished. It would appear then, said Dr. Schaefer, that canners may continue to ex-

pect to process more and more Skipjack and, in turn, fishermen must engage themselves in developing quality control of this species at the source. The problem of handling Skipjack is different from that of handling Yellowfin, as the industry well knows. In addition to the fact that the yield from Skipjack is approximately 10% less than from Yellowfin, because of the smaller size of Skipjack, the inherent quality of the species themselves differ.



Neighbors—Nick Trutanich, Star-Kist Foods, Inc.; William Hamm, Westgate-California Tuna Packing Co.; William D. Moore, Van Camp Sea Food Co.

The Tuna Cutting Committee:

Judging Committees — Albacore solid: (1) Joe Mardesich, Otsuki Hara; Helen Draskovich, Howard Dunn; (2) Ted Sanford, James Barry, John Xitco, June Howland.

Yellowfin solid: Adam Reid, James Robinson, Ted Halfhill, Jack Gorby.

Bluefin and Skipjack solid: Vince Evich, Yashuchi Sakimoto; Thomas White, Ernie Pauls.

Tonno and brine: Henry W. Abate, Luca Bogdanovich, E. W. Chapman.

Albacore chunk: Al Crosson, Andrew Trutanich, W. B. Atkinson, Bill Garbanati.

Yellowfin chunk: Bill Robinson, S. E. Geiger, Jim Denton, Nick Simich; Skipjack and Bluefin chunk: Jack Kraus.

At the left—Helen Draskovich, Star-Kist; Howard Dunn, Van Camp; Otsuki Hara, Pan-Pacific; Vince Evich, South Coast; Ernie Pauls, Coastal Fishing.

mer, John Zorotovich, A. L. Desmond, Roy Taylor.

Albacore grated: Ronnie Madrigal, Bob Beaman, Bud Holland, Andrew Mardesich. Yellowfin grated: J. M. Bogdanovich, Mr. Marsh, Roger Gattlin, Bart Hackney. Skipjack and Bluefin grated: Bill Moore, Kate Mardesich, Bill Hamm.



Roy Beaton, retiring as executive manager of the California Fish Cannery Assn., is acknowledged by the California tuna industry as having made a great contribution toward the initiation of the industry's annual tuna cutting.

Chairman of the Tuna Cutting Committee: Dr. Sven Lassen, Van Camp Sea Food Co. Master of ceremony luncheon: Donald P. Loker, Star-Kist Foods, Inc.

Speakers: Dr. Schaefer, "Occurrence of Yellowfin in Western Pacific Ocean Waters"; Dr. W. M. Chapman, research director, American Tuna Boat Assn., "Political and International Aspects of Tuna Fishery."

FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

*News and Views of National
Trade in Fish and Shellfish*

February, 1955



LAUNCHING PARTY—This gathering sponsored the 1955 National Canned Salmon Week at this mid-January meeting in Seattle. The Week, Feb. 23 through March 1, is also the first week of Lent. Reading around the table from the lower left: Karl Dehn, Dehn & Co.; John M. Allen, Skinner & Eddy Corp.; B. Lou Thraikill, S. & T. Sales Co.; Walter P. Shiel, Walter P. Shiel & Co.; E. B. McGovern, McGovern & McGovern, chairman of the committee; J. S. Gage, G. P. Halferty & Co., secretary; Walter C. Meredith, Kelley-Clarke Co.; Leo White, Oceanic Sales Co.; F. A. Gosse, F. A. Gosse Co. Committee members not present: Phil Carmichael, Pelican Sales Co., treasurer; J. E. Salmon, Oceanic Sales Co.

Early 1955 Salmon Market Rings With Confident Tone

● Confident tone rings through the opinions of primary market salmon sellers, whether those opinions are expressed in mimeographed trade bulletins or in personal discussions on the street corners or in the lobby of Seattle's Arctic Club.

With a long six months left in which to sell salmon from the 1954 pack before new goods become available, sales managers and brokers find general agreement in the opinion that there just isn't that much salmon on hand—except of course in the case of Puget Sound Sockeyes.

That item admittedly is in a somewhat different position; but its position gains strength from the strength of other goods—plus the abiding conviction that the present inventory will gain but minor increment from the 1955 Fraser River Sockeye run.

So far as other grades are concerned, the situation generally is regarded as *excellent*. Here are a few direct quotations:

"The 1954 pack is pretty well sold out—some items entirely out of supply on the primary market—many items scarce and hard to find."

Another: "Stocks of most popular salmon items are practically exhausted, except for Puget Sound Sockeyes, a few tall Reds and a fair supply of halves."

Yet again: "We enter 1955 with an unusually small inventory of canned salmon in packers' hands. This of course suggests a firm market and further price advances are not unlikely."

● **HOW COME?**—With few worries about selling the remaining inventory,

sales managers and brokers have been doing much serious and analytical thinking as to the source of today's strength in salmon. Most are inclined to believe that the salmon promotion campaign of 1953 and 1954 was largely responsible.

It is ironic that this very strength is the reason given for failure on the part of essential factors to maintain the program on an industry basis. It's a repetition of the old argument that there's no point in fixing the roof when the sun is shining.

Star-Kist Salmon Is Offered in Halves

Star-Kist Foods Inc. is now marketing a 7 $\frac{3}{4}$ oz. can of Alaska Sockeye Red salmon, packed for the company in the Northwest. The label is, of course, *Star-Kist* in red, and blue on a white background.

The salmon was taken by gillnet in Bristol Bay and returned to Seattle by *Alaska Reefer*, freezership, which also fishes tuna for the Star-Kist firm.

"We'll Use-up Tuna Carryover In First Quarter—We Believe"

The California tuna industry fully expected to reduce the 1954 inventory of canned tuna considerably by the end of the first three months of 1955.

Attention was directed by the industry toward a reduction in the raw price of tuna, because canners declared they were operating in the red during 1954 at the current tonnage prices, but it was not expected that there would be any reduction in the case price of tuna, any style pack.

The first 11 months of 1954 concluded with a case pack, Fish and Wildlife figures, of 8,378,426, as compared to 7,700,677, for a similar period of 1953. This figure does not include tuna specialty packs, which in 1954 fell below that of 1953—86,026 standard cases as compared to 141,322 cases.

The problem of carryover is not new to the industry, it can be observed

from a study of the years since 1950. During the war years and for several years thereafter, sales and pack were close together. In late 1949, carryover began to rise and continued thus through 1954.

The industry is earnestly seeking a means by which packing, sales and inventory could in some way be brought into relationship to avoid peaks and declines, reducing the "feast or famine" characteristic of the industry in past years.

The chunk pack continued in 1954 dominant in the overall production picture. Light meat chunks accounted for 4,106,728 cases for the first 11 months of 1954, as compared to 3,052,695 cases for 11 months of 1953. One broker in the Los Angeles area, however, reported a slight increase in interest in the solid pack over the chunk.

The shelf prices of tuna, which stabilized during the summer of 1954, after the drop in the raw price of tuna and a lowering in the case price, were predicted to continue into 1955.

• **PRICES VARIABLE**—During the last of 1954, major chains in the Los Angeles area, considered to be the largest sales area for canned tuna in the country, were offering various

packs as follows: Ralph's, *Royal Pacific*, light meat chunks, 22c; Safeway, *Chicken of the Sea*, chunk, 49c; A & P, *Star-Kist*, chunk, 31c; Shopping Bag, *Chicken Salad and Gem of the Sea*, light meat chunk, four for \$1.00; Market Basket, *Chicken of the Sea*, chunk, 29c.

Compare the above prices with the following in late December: A & label, solid pack, two 7-oz. cans, 49c; Safeway, *Torpedo*, chunk, 6-oz., 25c; Safeway, *Chicken of the Sea*, 6½-oz. can, chunk, 29c; Alpha Beta, *Star-Kist*, chunk, 29c.

San Pedro papers were carrying ad offering *Star-Kist* solid, white, at 36c; *Priority* chunk, 23c; and *Royal Hawaiian*, chunk, 25c.

New Breaded Shrimp Item Offered by Central

Central Fish & Oyster Co., Los Angeles, in late 1954 added to its line of frozen seafood products, a 2½ lb. breaded fantail shrimp package for sale in the freezer sections of retail grocery stores. Colors are blue, red and white, with the overwrap by Western Wax Paper Division.

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P.F.'s Recipe-of-the-Month

Mrs. Schupbach's Salmon Mould

When Fred Sandoz, sales manager of Columbia River Packers Association, Inc., read the "Recipe-of-the-Month" in our January issue he lashed into action with a letter to PF.

It seems that the C.R.P.A. in its consumer advertising late in the fall instituted a "Bumble Bee Seafood Recipe Contest." The first contest closed Dec. 12 with the prize awarded to Mrs. Eugene Schupbach of Astoria, Ore., for her Salmon Mould.

Mr. Sandoz offered it as a Recipe-of-the-Month, and here it is, a contribution toward the wider use of fish through wider consumer understanding of interesting, attractive, economical, convenient and nourishing ways to use fish:

- 2 cups canned salmon
- 3 tbsps. melted butter
- 1½ tepsns. salt
- ⅛ tspn. pepper
- 1 tblspn. minced parsley
- 3 tbsps. minced celery
- 4 eggs, well beaten
- ½ cup cracker crumbs

Drain salmon, reserving liquor. Chop salmon fine. Combine eggs and cracker crumbs; add to salmon; then add other ingredients. Mix well; pack in buttered mould and steam 1 hour. Turn out on a hot platter, garnish with 2 cups cooked peas, heated and seasoned to taste. Serve with the following sauce:

- 1 cup milk, scalded
- ½ cup salmon liquor
- 1 tblspn. cornstarch
- 1 tblspn. butter
- ½ tspn. salt
- ⅛ tspn. pepper
- 1 tblspn. catsup

Combine cornstarch and salmon liquor; add to milk, stirring constantly; add the butter, salt and pepper, and cook 3 minutes. Just before serving add the tomato catsup, a little at a time.

Ferguson-Langfield Handle "Ocean Garden" Shrimp

Marine Products Co., San Diego, packers of *Ocean Garden* shrimp, has appointed Ferguson-Langfield Frozen Foods, Inc., Oakland, Calif., as prime distributor for the San Francisco Bay Area.

Ferguson-Langfield Frozen Foods, Inc., is said to be the largest frozen food distributor in the nine Bay Area counties. Alvin Langfield, president of the company, is a leader in the frozen food business and is a past president of the National Frozen Food Distributors Association.

The Ferguson-Langfield initial promotional program was marked by a special sales meeting featuring Gil Kuhn and Joe Cranic of Marine Products as guest speakers. Vic Elliott, who handles the *Ocean Garden* shrimp breading, also was a guest speaker. The program included a special movie on shrimp and the serving of the *Ocean Garden* product.

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ICE

Dooms Adds "Rose" Breaded Shrimp Line

William O. Dooms Co., Oakland sea food brokerage house, has been appointed northern California broker for the institutional line of Rose Quik Fry breaded shrimp, packed by Rose Frozen Shrimp Co., Los Angeles.

William Coleman, formerly in the baking business, is now a detail man with the sales department of the William O. Dooms Co.

Star-Kist Tuna Pie In New Over-Wrap

Star-Kist Foods Inc. is now selling its tuna pie with a new Western Waxed Paper Division over-wrap in bright colors of green, yellow and red and with a natural color reproduction of a tuna pie.

Trout Sales Firm Forms

Perrin C. Miller & Co., distributors for Xman frozen trout in the Los Angeles area, announces its incorporation as of January 1. Jack E. Turner, formerly with Reinke & Amende, has joined the staff of the Miller organization.

One of two Butcher Boy fish cutters in use in Central Fish & Oyster Company's Los Angeles plant for processing Blue Diamond fish sticks. The machine is manufactured by the Lasar Manufacturing Co., Inc., of Los Angeles and has found considerable use in fish stick plants throughout the country.



Gorton-Pew Names Western Sales Manager

Wm. M. MacFeeley, formerly with Western Family magazine, has been appointed West Coast sales and mer-

chandising manager for Gorton-Pew Fisheries, Ltd., Gloucester, Mass.

Mr. MacFeeley will make his headquarters at Menlo Park, Calif., and will work closely with all of Gorton-Pew brokers on the Coast.

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Canned Crab Market Undergoes "Correction"

Sharp revision of price—downward—came just at the end of the year in Pacific canned crab.

There had been earlier dips, but at the end of December the revision was confirmed by the open announcements of the largest factors.

This took the price of the best-known brands down to \$11 per case of 24 halves of 6½ oz. net weight. Some 6-oz. halves were available at \$10.50.

American-pack Alaska King crab was quoted as this was written at a range from \$16 per case of 24, fancy, ½ oz. down to \$13 for "choice."

Sources of the crab weakness: Carryover of some 1954 goods; Rather astonishing 1954 production of Alaska King crab;

And particularly the quantities of Japanese "snow" crab being offered in various American markets at extremely low prices. This item is given a number of names by the Japanese at home and in the export markets. More than one species of somewhat similar quality characteristics seem to be concerned. Some of the crab of this type is produced in waters around the northern home islands of Japan, and a portion from Tanner crabs taken incidentally in fishing for King crabs in Bristol Bay.

FISHING SLOW—While production of Pacific or Dungeness crab started fairly well on the Oregon coast, fishing slowed markedly as result of weather and when this was written the catch in Oregon and Washington waters was sketchy. Storms had kept the fleet blown-in; and the weakness of the market dulled the edge of industry—as The Bard might have said. The price to the fishermen stood at 11c per lb., live weight, ocean-run. This price for early crabs, which are always "light," with limited recovery in canned meat, left the packers somewhat less than anxious for heavy fishing until heavier recovery could be counted on later in the season.

Ed Poysky Joins FAWS

Edward Poysky, formerly sales manager of the Union Fishermen's Cooperative Packing Co. at Astoria, Ore., has joined the United States Fish and Wildlife Service and will be responsible for its Market News Service coverage of the Columbia River and adjacent fisheries.

Provision for this extension of the Market News Service is understood to have been made possible by the funds which became available under the Saltonstall Bill.



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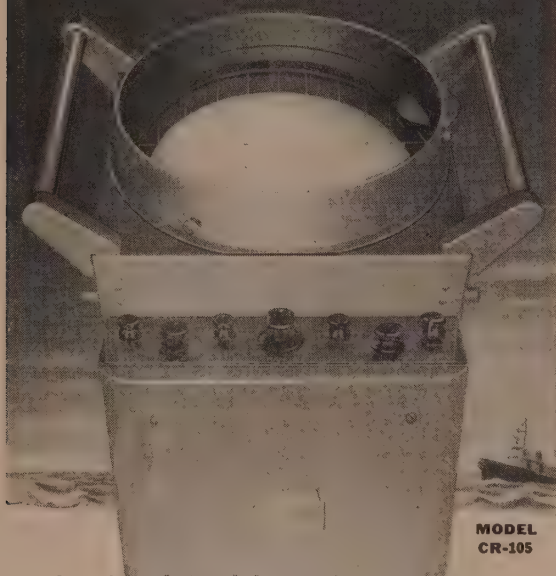
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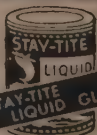
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Grader Fish Firm Active at Eureka

Coincidental with the opening of the ab season, the Grader Fish Company resumed operations at Eureka, from a location at the foot of E street in the building formerly used by the old Eureka Cooperative Fisheries. Harry Caples, formerly of Fort Bragg, Calif., the manager of the Eureka plant. The company also operates a plant at Fort Bragg. Caples said that the company owns no boats and expects to receive deliveries from boats working out of Eureka and other northern California points, shipping live crab to the Oakland market.

Numerous Canneries Install Rooney Vacuum Sealers

W. E. Rooney, of the Rooney Marine Co., Bellingham, Wash., announces the following recent installations of Rooney vacuum can sealers: A second installation for the Point Dams Packing Co., Hammond, Ore.; Continental Can Co., Chicago; Born-

stein & Burk, Bellingham; Columbia River Packers Association, Astoria, Ore.; Grays Harbor Crab Co., Aberdeen, Wash.; Arthur J. Anderson, Warrenton, Ore.; John T. Emel, Alakanuk, Yukon River, Alaska.

Rooney sealers are also in service at Vic Howard's custom cannery, Clallam Bay, Wash.; Harbor Seafoods, Bay Center, Wash.; Depoe Bay Fish Co., Depoe Bay, Ore.; Bell Buoy Crab Co., Seaside, Ore.; Kroll Packing Co., Seldovia, Alaska; Myron Moran, Bristol Bay; St. Mary's Mission and Harry Bolger, Andreafski, Yukon River; National Cannery Association, Berkeley and Washington, D.C.

E. L. Macaulay Retires From California Service

Edward L. Macaulay, who has been with the California Department of Fish & Game for the past 26 years as chief of patrol and executive officer, retired Dec. 31.

Col. Macaulay was appointed chief of the Bureau of Patrol in the Division

of Fish & Game January 1, 1929, and held that post until 1948 when he was named executive officer of the division. When the division was reorganized as a department in 1951, he became chief staff officer of the wildlife protection branch, a position he held until his retirement.

Paragon Plant Sold

The Paragon Packing Co. cannery building in Hoquiam, Wash., recently was sold to the Lamb-Grays Harbor company, a machinery firm, which plans to use the building to turn out ordnance equipment for the army. Paragon had owned the 130 by 140' concrete structure since 1944.

Mary Ann, a 55' dragger, powered with a "Cat" marine diesel engine, was sold by Sal Russo and partners, through Horace Mercurio, Monterey insurance man and boat broker, to Lou Bottaro, Pacific Mutual Fish Co., Monterey.

Jack Balbo, former operator of the Shell Oil Co. marine service station, and now for many years with A. D'Acquisto & Sons, Monterey fishermen's supply and equipment house, was receiving the sympathy of his many friends on Fishermen's Wharf on the recent death of his wife.

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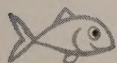
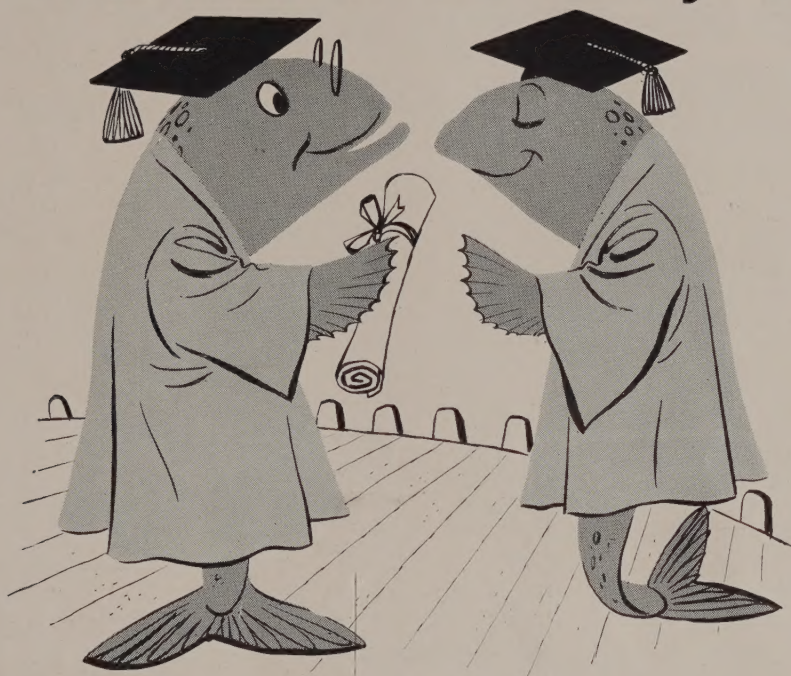
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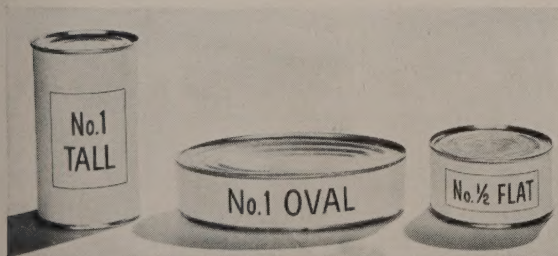
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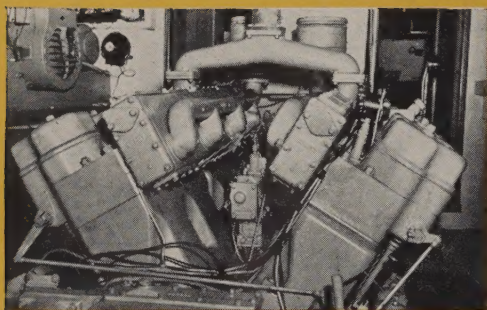
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How to keep a fleet fishing

New England Fish Co., of Seattle, counts on CAT power*



THE *AL-H*, which was commissioned last spring, is a typical member of the big fleet operated by the New England Fish Co. An Alaska limit seiner, built by Sagstad Co., of Seattle, Washington, the *AL-H* is powered by a Caterpillar D17000 Marine Diesel, delivering 150 continuous HP to the 47 x 42 propeller. She's a combination tender, salmon seiner and dragger and her average catch runs about 10,000 pounds of fish.

In all, there are 14 Cat Engines in the company's boats, making the fleet approximately 90 per cent Caterpillar-powered.

Successful fishermen agree that dependable engines have a lot to do with profits. You can't make money tied up in port for engine repairs, or drifting while the crew tinkers with the power plant. More and more boats are installing Caterpillar Diesels because owners have found they can depend on these rugged engines to run for months and years with almost no attention.

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